MICROFILM

START OF ROLL

ROLL NO.

#51

123-4212 Idaho State Line-Blue Mountain 1949
Pass Section of the I.O.N.
& Jordan Valley Highways,
#3163

RECEIVED
OCT 31 1949
FOR FILING

Old Balde 6
123-4212
3163

October 17th, 1949 NOTED

FINAL COST ANALYSIS

Idaho State Line–Blue Mt. Pass Section — I.O.N. and Jordan Valley Secondary
Contract #3163 — Recoiling — Prefix 123-4212-201(46)
J. C. Compton Co., Contractors
J. T. Burch, Resident Engineer

Item	Amount	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
Preparation of Base	43.68	Mile	$24.12	$50.00	$1,053.42	$2,184.00
Placing Aggregates	8,124	Cu. Yd.	0.44	1.00	3,583.77	8,124.00
Hauling "	20,147.5	Yd. Mi.	0.21	0.20	4,142.12	4,029.50
Furnish & Place 200–300 Asphalt	681.93	Ton	42.40	44.00	28,916.03	30,004.92
PA #1, Additional Cost of 200–300 Asphalt	644.89	"	3.24	3.24	2,089.44	2,089.44
PA #2, Haul and Barrel Excess 200–300 Asphalt	8.43	"	46.86	37.70	395.03	317.81
					$40,179.81	$46,749.67

Gross Revenue	$46,749.67
Total Cost	40,179.81
Net Profit	$ 6,569.86

Net Profit Equals 14.1% of Gross Revenue

LOS ANGELES
OCT 31 1940
RECEIVED

Detail of Cost

Idaho State Line-Blue Mt. Pass

Labor:

Supervision	$949.30	
Labor	7,335.06	
State Industrial Accident Insurance	247.45	
Unemployment Insurance	156.72	
Social Security	82.84	
		$8,771.37

Materials:

200-300 Asphalt	690.36 ton at $14.20	9,806.41	
Freight on Asphalt	690.36 " " 18.26	12,603.38	
			22,409.79

Equipment Rental & Miscellaneous:

Equipment Rental	4,356.80	
Gas, Oil & Grease	2,616.02	
Stove Oil	321.64	
Small Tools & Misc.	259.57	
Special Licenses (Idaho Truck)	630.00	
P.U.C. Fees	109.80	
Bond	220.42	
Home Office & General Overhead	484.40	
		8,998.65

Total Cost $40,179.81

Breakdown of Costs

	Cost	Amount	Unit Cost
Aggregates:			
Load	$1,032.75	8,124 Cu. Yds.	$0.127
Place	2,204.64	" " "	0.271
Flag	345.89	" " "	0.043
	Cost per Cubic yard		$0.440
Asphalt:			
Heat	$1,616.32	690.36 Ton	$2.34
Haul	4,451.82	" "	6.45
Place	1,395.76	" "	2.02
Flag	345.90	" "	0.50
	Cost per Ton		$11.31

Remarks:

This was a "State Project" calling for the recoiling of 43.7 miles of highway on the I.O.M. and Jordan Valley highways. The contract was bid and awarded May 17th, 1949, work was started July 18th, and the project was completed August 2nd, 1949.

Equipment used by the contractor included one ½ cubic yard shovel, one retort, one three-car heater, five oil transports, one service truck, six 5 cubic yard dump trucks, one distributor, two pickups, one panel truck, one pilot car, three transport trailers, two #12 blades, one power broom and one 10 ton roller.

The contractor bid the project with the understanding that he would be permitted to use Sinclair asphalt, but prior to the starting of the project this asphalt was found unsuitable for use and Ohio asphalt was substituted for the Sinclair. Due to increased freight and asphalt costs, a price agreement of $3.24 per ton was made for all Ohio asphalt used.

An added cost of $0.91 per ton for hauling asphalt not anticipated by the contractor was due to the necessity of buying Idaho licenses for all transport trucks hauling asphalt from the unloading point at Marsing, Idaho, to the project.

Street costs of $0.44 per cubic yard were very low. This low cost was realized by high production and by the type oil resurfacing which required only one roller and two blades.

This job had efficient supervision, good equipment, fair progress was made and a good profit was realized.

E. H. Clymer
Cost Analyst

By . . C. E. Paulsen

RECEIVED
SEP 29 1949
FOR FILING

123-4212

3163

September 29, 1949

Glens Falls Indemnity Co.
Pacific Coast Dept.
Mills Tower
San Francisco, Calif.

Gentlemen:

Please be advised that State Highway Contract No. 3163, for recoiling on the Idaho State Line-Blue Mountain Pass Section of the I. C. H and Jordan Valley Highways in Malheur County, has been completed by the contractor, J. C. Compton Co., and that final payment in the amount of $1,382.86 will be made on or after October 10, 1949.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $46,749.67, and that no force account work was performed on the project. This contract was completed August 2 and accepted by the Highway Commission August 19, 1949.

This notice is sent to you as you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Jewett, Barton, Leavy and Kern
Lewis Bldg.
Portland 4, Oregon

NOTED ON CARD

9-29-49 GL

RECEIVED
AUG 30 1949
FOR FILING

123-4212

3163

August 26, 1949

Glens Falls Indemnity Co.
Pacific Coast Department
Mills Tower
San Francisco, California

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to J. C. Compton Co. on contract No. 3163 covering the Idaho State Line-Blue Mt. Pass Section of the I.O.W. and Jordan Valley Highways, in Malheur County. This payment, in the amount of $45,366.81, will be made on or after September 6, 1949. The retained percentage is $1,403.10.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Please acknowledge receipt of this letter.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

cc

cc - Glens Falls Indemnity Co.
Jowett, Barton, Leavy & Kern
Lewis Building
Portland 4, Oregon

NOTED ON CARD

8-26-49gR

Form E-1—5M—1-48

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 13, 1949

Section Idaho State Line-Blue Mt. Pass

Highway I.O.N. & Jordan Valley

Contractor J.C. Compton Co.

Date of contract May 17, 1949

Date work started July 18, 1949

Amount of contract . . . . . $ 44,084

Kind of work Reoiling

Section prefix 123-4212

Contract number 3163

Date of completion Ausut 31, 1949

Estimated date of completion August 2, 1949

Per cent of time elapsed 83 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 46,769.00

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date $ 3,200.00, 4.3 %

Date project was completed August 2, 1949

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Project completed on August 2, 1949.

Semi-Final Estimate sent to the Division Engineer on August 6.

NOTED
E.G. SMITH

Signed John T. Burch

Address Burns, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

NOTED
E. M. BOOTH

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project				42.46	
Miles partially completed				42.46	
Miles completed				42.46	
Total estimated quantities				8,100 Cy. Agg. 670 Tons Asphalt	
Estimated quantities moved or placed to date				8,124 Cy. 682 Tons	
Average daily quantities				508 Cy. Agg 43 Tons Asphalt	
Average daily quantities necessary to complete project on time				Completed	
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors .....,·Bulldozers ....., Sheep-foot rollers .....,

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	Cloudy		
Friday	"		
Saturday	"		

RECEIVED
AUG 15 1949
OFFICE OF
CONSTRUCTION ENGINEER

RECEIVED
JUN 14 19[illegible]
FOR FILING

12-4212
3163

COPY

June 14, 1949

REGISTERED MAIL

J. C. Compton Company
P. O. Box 86
McMinnville, Oregon

Gentlemen:

On May 17 you submitted with your proposal a certified check No. 5669 in the amount of $2,500 for work on the Idaho State Line-Blue Mountain Pass Section of the I. C. N. and Jordan Valley Highways. With your proposalfor work on the Dayton Prairie School-Dayton Junction Section of the Amity-Dayton Secondary Highway you submitted a certified check No. 5672 in the amojnt of $1,250.

As both contracts have now been fully executed for these jobs we are returning your two certified checks herewith.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

md
Enc.

RECEIVED
JUN 14 1949
FOR FILING

123-4212
3163

June 13, 1949

J. C. Compton Co.
R ex 66
McMinnville
Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3163, which was awarded to you on May 17, 1949 by the State Highway Commission, covering reciling on the Idaho State Line-Blue Mountain Pass Section of I.O.M. and Jordan Valley Highways in Malheur County.

An executed copy of this contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

RECEIVED
MAY 19 1949
FOR FILING

3163
123-42[illegible]2

May 19, 1949

J. C. Compton Company
P. O. Box 66
McMinnville, Oregon

Gentlemen:

The State Highway Commission on May 17 awarded you the contract for reseiling on the Idaho State Line-Blue Mountain Pass Section of the I. O. M. and Jordan Valley highways in Malheur County. This award was based on your low bid of $44,024.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

mi
cc - S. H. Probert

326-1761 Gresham Paving project on Roberts Ave. 1949

#3164

RECEIVED
AUG 17 1950
FOR FILING

File

326-1707
3164

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 16, 1950

326-1703
3164

To: Mr. S. H. Probert,
Office Engineer

Mr. A. G. Skelton
Division Engineer

SUBJECT:

Attached hereto is one copy, unexecuted, of an agreement with the City of Gresham covering the improvement of Roberts Avenue in connection with the $250,000 city allotment project.

Distribution of copies of this agreement is as follows:

Secretary, Highway Commission	1
City of Gresham	1
County & City Relations	1
Division No. 1	1
Office Engineer	1

John W. Cattrall
Engineer, County and City Relations

By
Robert H. Prange
Office Engineer

RHP:MM
Att.

cc: Mr. L. H. Warfield

NOTED
WARFIELD

RECEIVED
AUG 17 1950
FOR FILING

326-1703
3164

August 15, 1950

Lucille Gradin, City Recorder
City Hall
Gresham, Oregon

Dear Madam:

We are enclosing herewith for the records and files of your city a fully executed copy of an agreement between the State Highway Commission and the City of Gresham covering the improvement of Roberts Avenue from 5th Street to N. E. 10th Drive, a distance of 0.17 mile, in connection with the $250,000 city allotment project.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rm
encl. 1

September 13, 1949

NOTED
J. F. HAGEMANN

Mr. J. E. Phogley
City Recorder
Gresham, Oregon

Dear Sir:

Contract No. 3164 with the Parker-Cohrsen Company for placing asphaltic concrete wearing surface on Roberts Avenue from N. E. 2nd Street to N. E. 5th Street was completed July 28, 1949, and accepted by the Highway Commission on August 1, 1949.

Under the terms of the agreement between the Highway Commission and the City of Gresham, dated April 8, 1949, the City assumes the maintenance of and continues jurisdiction over the above city street as of the date of completion, July 28, 1949.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Acting Engineer,
County and City Relations

NOTED
Harold C. Ayers

WEP:MH
cc: Dr. H. E. Hughes, Mayor

NOTED
J. W. CATTRALL

RECEIVED
AUG 15 1949
FOR FILING
326-4001
3164

August 12, 1949

Glens Falls Indemnity Company
Pacific Coast Department
Mills Tower
San Francisco, Calif.

Gentlemen:

Please be advised that State Highway Contract No.3164, for paving on the Gresham (Roberts Avenue) Section of Gresham City Streets in Multnomah County, has been completed by the contractor, Parker-Schram Company, and that final payment in the amount of $295.13 will be made on or after August 22, 1949.

The State is not advised of any unpaid claims for labor or material or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $3,477.70, and that no force account work was performed on the project. This contract was completed on July 28 and accepted by the Commission on August 1, 1949.

This notice is sent to you because you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Amerata & Schram
Mead Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
AUG 11 1949
FOR FILING

326-4007

3164

August 11, 1949

Glens Falls Indemnity Co.
Pacific Coast Dept.
Mills Tower
San Francisco, Calif.

Gentlemen:

You are advised of the intention of the State Highway Commission to make semi-final payment to Parker-Schram Company, on contract No. 3164, for paving on the Gresham (Roberts Avenue) Section in Multnomah County. This payment, in the amount of $3,182.57, will be made on or after August 22, 1949. The retained percentage is $295.13.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Ameratz & Schram
Wood Bldg.
Portland 4, Oregon

NOTED ON CARD

8-11-49 (

Form B-1—OM—1-48

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 30, 1949

Section Gresham — Kind of work Paving

Highway City Street — Section prefix ~~326-1701~~ 4001

Contractor Parker Schram Co. — Contract number 3164

Date of contract May 17, 1949 — Date of completion July 31, 1949

Date work started July 21, 1949 — Estimated date of completion July 28, 1949

Amount of contract $3,935.00 — Per cent of time elapsed ____%

Estimated cost of completed project, exclusive of engineering $3,500.00

Per cent of contract completed, based on total contract price 88%

Engineering cost to date $54.07, 23% — Date project was completed July 28, 1949

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The Contractor completed paving about noon on the 28th.

RECEIVED
AUG - 1 1949
OFFICE OF
CONSTRUCTION ENGINEER

Signed [illegible]

Address Portland Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.13	0.13			0.13
Miles partially completed					
Miles completed	0.13	0.13			0.13
Total estimated quantities	150 C.Y.	115 C.Y.			390 tons
Estimated quantities moved or placed to date	100 C.Y.	100 C.Y.			350 "
Average daily quantities					
Average daily quantities necessary to complete project on time	00	00			00
Number shifts per day					1
Hours per shift					8
Average force on project for week					15

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....1....., Rollers ....1....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheep-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Rain		
Monday	Showers		
Tuesday	Cloudy		
Wednesday	"		
Thursday	Fair		
Friday	"		
Saturday	"		

ACCOUNTING DIVISION
AUG 4 1949
RECEIVED

RECEIVED
JUN 14 1949
FOR FILING

326-4001

3164

June 13, 1949

Parker-Kalman Company
300 Builders Exchange Building
Portland, Oregon

Gentlemen:

We enclose herewith, for your records and files, three fully executed copies of contracts which were awarded to you by the State Highway Commission, as follows:

Contract No. 3146, for paving on Scappoose (Williams Ave. & 3rd St.) Section in Columbia County, awarded May 16, 1949.

Contract No. 3155, for pavement resurfacing on the Sandy Boulevard (42th Ave.-78th Ave.) Section of the Columbia River Highway in Multnomah County, awarded May 16, 1949.

Contract No. 3164, for paving on the Oswego (Roberts Avenue) Section in Multnomah County, awarded May 17, 1949.

Executed copies of these contracts are also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls. 3

Form cc-50

5-24-49 $250,000 Allocation

OPTION FOR COOPERATIVE CONSTRUCTION PROJECT
(City of Gresham)

In consideration of the preliminary plans, surveys and studies by the State of Oregon, by and through its State Highway Commission (hereinafter referred to as "State"), relating to the improvement, construction, reconstruction, maintenance or repair of the following described street or streets,

Roberts Avenue from N.E. 2nd Street to N.E. 5th Street, a distance of approximately 0.15 miles

all being within the corporate limits of the City of Gresham, and in further consideration of the benefits and advantages which the governing body of the City of Gresham feels will enure to the City (hereinafter referred to as "City"), should a project be undertaken for the construction and improvement of said streets, and as an inducement for the State to allocate to City, funds from the $250,000 appropriation under the provisions of Chapter 425, Oregon Laws 1947, City does hereby offer to State, and if the State should accept the within offer, agrees to cooperate in a project for the improvement, construction or repair of said streets on the following terms and conditions:

1. PROJECT: The proposed project is set forth on the city map attached hereto and by this reference made a part hereof, and shall consist of the following:

Place asphaltic concrete wearing surface from curb to curb, a width of 36'

2. RIGHT OF WAY AND EASEMENTS: City will provide, without cost to State, all necessary or proper rights of way and easements for the project.

3. UTILITIES, RELOCATION: City shall, at its sole cost, relocate or reconstruct, or cause to be relocated or reconstructed, all water, sewer, gas, electric or other utility conduits or poles now within the highways or streets, in conformity with the proposed plans and ultimate requirements of the project.

4. CONSTRUCTION: State shall, when in its judgment the public interest would be best served thereby, by contract, or other means, in its discretion, construct or reconstruct the said streets. Upon the completion of the project, the City shall assume the maintenance of the streets. It is recognized by City that the State's participation in the project is as a means of aiding the City, and shall, in no manner, be construed as an assumption of jurisdiction over said streets, or an assumption of maintenance thereof.

5. COMMENCEMENT AND DESIGN: The date upon which the construction of the project shall commence, the design of the streets, and all other construction details shall be committed exclusively to the jurisdiction, discretion and judgment of the State.

6. COSTS: The cost of the construction as listed under Article 1, PROJECT, shall be borne by the State, and is presently estimated to cost $ 4,900.

7. City agrees that the amount expended by State as the cost of the within project, shall be deemed an allocation and distribution to the City within the meaning of Section 3 of Chapter 425, Oregon Laws 1947.

8. City agrees that it will upon the completion of this agreement, when changes are made in existing street grades, proceed to establish the street grades, as revised, in accordance with the city charter and city ordinances.

State shall have the irrevocable right to exercise or accept the within offer for a period of sixty (60) days from the date hereof. State may accept the offer herein by the passage of a resolution accepting said offer, and by notice of such resolution given over the signature of its secretary and addressed to the City and its governing body.

Regardless of any act or acts of its officers, agents or employees, State shall be under no obligation to City until such time as it has formally accepted the within offer.

Dated this 8 day of April, 1949.

APPROVED:

J N Lewis
Chief Counsel, Oregon State Highway Commission

CITY OF [redacted]
by its governing officers

By N K Hughes
Mayor

By J. E. Bleagley
Recorder

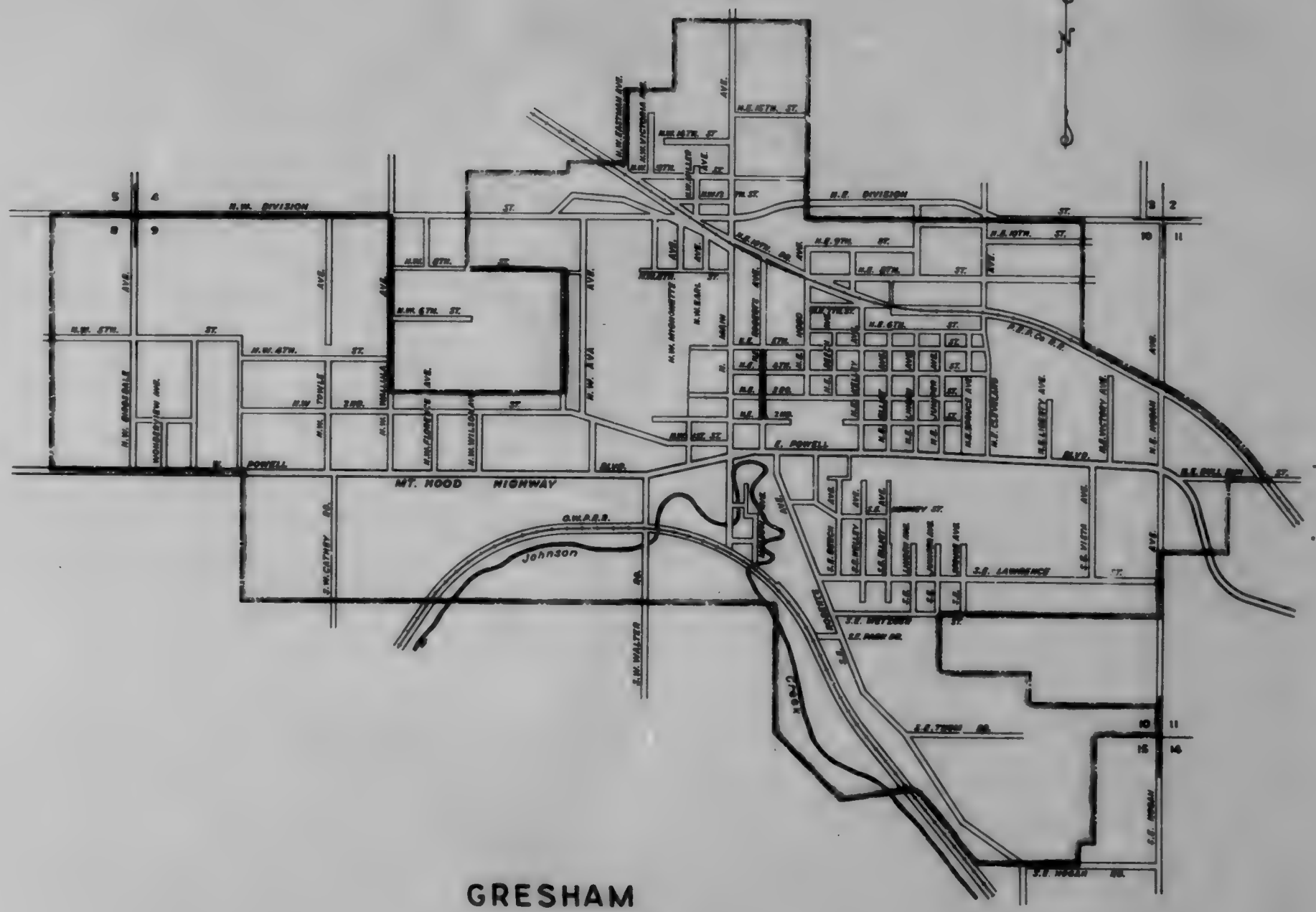
APPROVED:

A Dellin
Assistant State Highway Engineer

Accepted by Oregon State Highway Commission May 16, 1949 (date).

Notice given to City May 24, 1949 (date).

APPROVED BY HIGHWAY COMMISSION
DATE May 16, 1949
H Greenup
Secretary


N.W. DIVISION
S.E. DIVISION
MT. HOOD HIGHWAY
O.W.R.R.R.
Johnson
Creek
R.R.R.Co.
E. POWELL
S.E. LAWRENCE
S.E. HOLGATE BLVD.
N.W. 6TH. ST.
N.W. 5TH. ST.
N.W. 4TH. ST.
N.W. 3RD.
N.W. 2ND.
S.E. 6TH. ST.
S.E. 7TH. ST.
S.E. 8TH. ST.
S.E. 9TH. ST.
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S.E. 28TH. ST.
S.E. 29TH. ST.
S.E. 30TH. ST.
S.E. 31ST. ST.
S.E. 32ND. ST.
S.E. 33RD. ST.
S.E. 34TH. ST.
S.E. 35TH. ST.
S.E. 36TH. ST.
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S.E. 38TH. ST.
S.E. 39TH. ST.
S.E. 40TH. ST.
S.E. 41ST. ST.
S.E. 42ND. ST.
S.E. 43RD. ST.
S.E. 44TH. ST.
S.E. 45TH. ST.
S.E. 46TH. ST.
S.E. 47TH. ST.
S.E. 48TH. ST.
S.E. 49TH. ST.
S.E. 50TH. ST.
S.E. 51ST. ST.
S.E. 52ND. ST.
S.E. 53RD. ST.
S.E. 54TH. ST.
S.E. 55TH. ST.
S.E. 56TH. ST.
S.E. 57TH. ST.
S.E. 58TH. ST.
S.E. 59TH. ST.
S.E. 60TH. ST.
S.E. 61ST. ST.
S.E. 62ND. ST.
S.E. 63RD. ST.
S.E. 64TH. ST.
S.E. 65TH. ST.
S.E. 66TH. ST.
S.E. 67TH. ST.
S.E. 68TH. ST.
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S.E. 70TH. ST.
S.E. 71ST. ST.
S.E. 72ND. ST.
S.E. 73RD. ST.
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S.E. 78TH. ST.
S.E. 79TH. ST.
S.E. 80TH. ST.
S.E. 81ST. ST.
S.E. 82ND. ST.
S.E. 83RD. ST.
S.E. 84TH. ST.
S.E. 85TH. ST.
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S.E. 87TH. ST.
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S.E. 91ST. ST.
S.E. 92ND. ST.
S.E. 93RD. ST.
S.E. 94TH. ST.
S.E. 95TH. ST.
S.E. 96TH. ST.
S.E. 97TH. ST.
S.E. 98TH. ST.
S.E. 99TH. ST.
S.E. 100TH. ST.
S.E. 101ST. ST.
S.E. 102ND. ST.
S.E. 103RD. ST.
S.E. 104TH. ST.
S.E. 105TH. ST.
S.E. 106TH. ST.
S.E. 107TH. ST.
S.E. 108TH. ST.
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GRESHAM

RECEIVED
MAY 19 1949
FOR FILING

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May 19, 1949

Bauhan-Schram Company
201 Builders Exchange Building
Portland 4, Oregon

Gentlemen:

The State Highway Commission on May 17 awarded you the contract for street widening and paving on Roberts Avenue in Gresham, Multnomah County. This award was based on your low bid of $3,935 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,
OREGON STATE HIGHWAY COMMISSION

Secretary

ml
cc - S. H. Probert

February 9, 1949

Mr. J. E. Pengley, City Recorder

Gresham, Oregon

Dear Sir:

On January 24, the Highway Commission approved a project for construction under the $250,000 special city fund in the City of Gresham. This project involves the placing of asphaltic concrete on Roberts Avenue from N.E. 2nd Street to N.E. 10th Drive.

We have prepared an 'Option for Cooperative Construction Project' stating further the terms under which this work will be done. If this option meets the City's approval, will you see that the proper city officials sign and return all five copies to Forrest Cooper, Engineer, County and City Relations, c/o State Highway Department, P.O. Box 30, Salem, Oregon.

They will then be presented to the Highway Commission for acceptance. After the Commission's approval, a duly signed copy will be returned to the City.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

Forrest Cooper
Engineer, County and City Relations

JFK:MM
Encl.

250,000 Sheet (49)

Graham 8-2-48

Saw Councilmen Harry Byers and street superintendent Wallace Green. They requested Roberts Ave. be widened to full 36' in width. Were told it would be up to City to finance all Construction over present 20' width. After thorough survey, they decided they did not feel City was able to pay for this Widening as it would mean curb & sidewalk removal and rebuilt.

This street due to the extremely heavy hauling is marked by poor street for trucks, going to Waxpaper Cut Off and Logging trucks should qualify for payment on '49 @ 50,000 fund.

Should be flat patched, would likely by next year take 100 tons of patching.

The city official approach of the plan to patch the street.

A Considerable amount need for repair is due to sanitary sewer installation down center of street, but has evidently taken final settlement.

The City will, this fall use blade to drain pavement all water in most part drain down on to sidewalks.

Also received 4-1-49 NE 10th St. (Pine - Oak) 30 ft. 4 inches

Hold.

Preliminary Estimate

100 tons pavement patching @ 12.00 1200.00

or 370 tons (2" cover) @ 12.00 4440.00

R E S O L U T I O N

3-3-48

WHEREAS, Section 2 of Chapter 425, Oregon Laws 1947, provides:

"Beginning with the year 1947 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, Chapter 413, Oregon Laws 1945; section 115-528, O.C.L.A., in the event it becomes law; section 29 of house bill No. 175 of the forty-fourth legislative assembly, and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act; but in no event shall payment under this act be made to cities for any year unless more than $11,000,000 is credited to such fund, and allocations hereunder shall be made to cities only from any excess over $11,000,000 credited to such fund in any year",

and

WHEREAS, Section 3 of said act provides that:

"Such appropriation shall be allocated to the cities as follows: The sum of $250,000 shall be withdrawn from such appropriation and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said $250,000 shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities",

and

WHEREAS, the City of Gresham is an incorporated city of the State of Oregon, and has a population of 2,725 2724 m., as given by the latest official census, and

WHEREAS, the following streets of said city, Gresham

N.E. Roberts Ave. (a designated truck route)

the said $250,000 appropriation of state highway revenues.

4. That the City of Gresham does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation.

Passed and approved this 3rd day of March, 1948

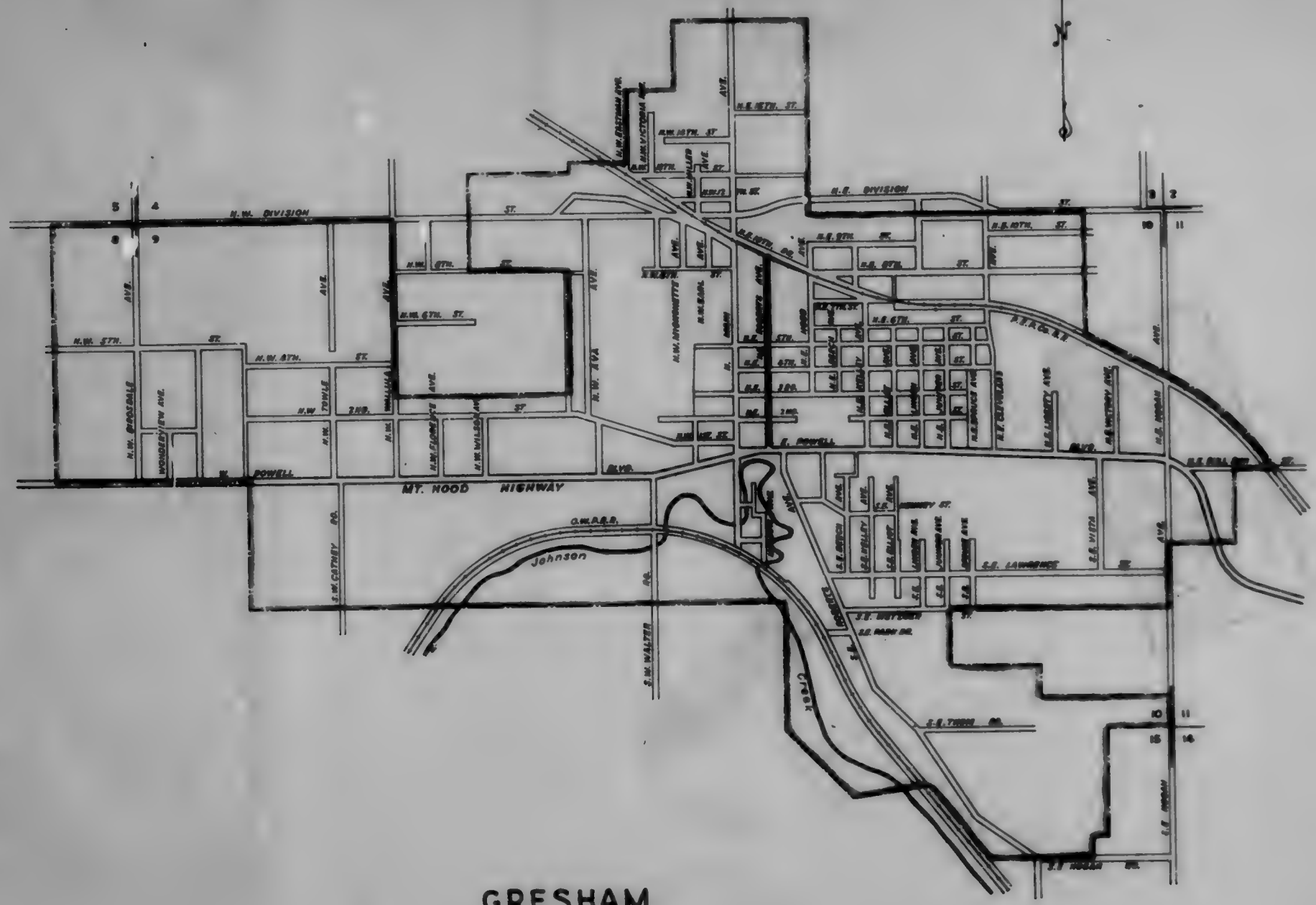
There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- - - - - - - - - -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Gresham at a regular ~~or special~~ meeting of said council, held on the 3rd day of March, 1948, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 4th day of March, 1948

J. E. Phegley
City Recorder


N.W. DIVISION
N.W. 6TH. ST.
N.W. 5TH.
N.W. 4TH. ST.
N.W. 2ND.
N.W. BROADALE
WORDEN 4TH AVE.
W. POWELL
MT. HOOD HIGHWAY
S.W. CATHEY RD.
O.W.R.&N.
Johnson
S.W. WALTER RD.
N.W. AVA
N.W. WILLOW AVE.
N.W. CLEVELAND AVE.
N.W. EVERETT
N.W. FLANDERS
N.W. GLISAN
N.W. HOYT
N.W. IRVING
N.W. JOHNSON
N.W. KEARNEY
N.W. LOVEJOY
N.W. MARSHALL
N.W. NICOLAI
N.W. OVERTON
N.W. PETTYGROVE
N.W. QUIMBY
N.W. RALEIGH
N.W. SAVIER
N.W. THURMAN
N.W. UPSHUR
N.W. VAUGHN
N.W. VICTORIA
N.W. WESTOVER
N.W. YEON
N.E. DIVISION
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30-1029 Freewater(Cleveland Street- North City Limits) Landscaping Project on the Oregon Wash. Hwy. 1949

#3165

RECEIVED
FEB 21 1950
FOR FILING

30-1029
3165

OREGON STATE HIGHWAY COMMISSION

Feb. 17, 1950
(Date)

3165	5-final	C. S. Whitcomb Co. Inc.
(Contract No.)	(Est. No.)	(Contractor)

Vou. No:	Warrant No:	Amt: $	Date:
1569	368908	500.00	2/17/50

Dated:

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. This warrant will be held in the Accounting Division until advised by you that release is authorized.

Specified completion date:

ACCOUNTING DIVISION

Completed:

Contract Accepted:

Time Extensions:

Penalties:

Claims:

Remarks:

Date:

Accounting Division:

Release of the above warrant is hereby authorized:

H. B. Glaisyer

Warrant Mailed: FEB 21 1950

NOTED ON CARD
2-21-50

OREGON STATE HIGHWAY COMMISSION

Feb. 17, 1950
(Date)

3165	5-final	C. S. Whitcomb Co. Inc.	
(Contract No.)	(Est. No.)	(Contractor)	
Vou. No:	Warrant No:	Amt: $	Date:
1569	368908	500.00	2/17/50

Date:

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. This warrant will be held in the Accounting Division until advised by you that release is authorized.

Specified completion date: Nov. 30, 1949

ACCOUNTING DIVISION

Completed: Oct. 27, 1949

Contract Accepted: Nov. 8, 1949

7 B.

Time Extensions: None needed

Penalties: None of record

Claims: None of record

Remarks:

Date: 2-20-50

Accounting Division:

Release of the above warrant is hereby authorized:

H. B. Glaisyer

Warrant Mailed:

RECEIVED
JAN 27 1950
FOR FILING

30-1024

3165-

January 25, 1950

American Casualty Company
607 Washington Street
Reading, Pennsylvania

Gentlemen:

Please be advised that state highway contract No. 3165 for work on the Freeway (Cleveland Street-North City Limits) Section of the Oregon-Washington Highway in Umatilla County, has been completed by the contractor, C. S. Whitcomb Company, Inc., and that final payment in the amount of $500.00 will be made on or after February 4, 1950.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $14,313.26 of which amount $217.72 represents force account items. This contract was completed on October 27, 1949, and accepted by the Commission on November 8, 1949.

This notice is sent to you because you appear as surety on the bond furnished by the above contractor.

Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

ml

cc - Alfred J. Davis Company
Insurance
Board of Trade Building
Portland 4, Oregon

NOTED ON C...
1-25-50 gl

RECEIVED
JAN 16 1950
FOR FILING

30-1029
3165

January 12, 1950

American Casualty Co.
607 Washington St.
Reading, Pa.

Gentlemen:

You are advised of the intention of the State Highway Commission to make semi-final payment to C. S. Whitcomb Co., Inc., on contract No. 3165, covering landscaping on the Freewater (Cleveland St.-North City Limits) Section on the Oregon-Washington Highway in Umatilla County. This payment, in the amount of $468.92, will be made on or after January 23, 1950. The retained percentage is $500.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Alfred J. Davis Co., Insurance
Board of Trade Bldg.
Portland 4, Oregon

NOTED ON Lmw
1-12-50 gl

RECEIVED
NOV 17 1949
FOR FILING

30-1029

3165

November 16, 1949

American Casualty Co.
607 Washington St.
Reading, Penn.

Gentlemen:

This to advise you of the intention of the State Highway Commission to release to C. S. Whitcomb Co.,Inc. a portion of the funds that heretofore have been retained by the Commission, in connection with contract No. 3165 for landscaping on the Freemater (Cleveland St.-North City Limits) Section of the Oregon-Washington Highway in Umatilla County. This payment, which is in the amount of $3,959.36, reduces the retained percentage to $750 lump sum. The present payment to the contractor will be made on or after November 26, 1949.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is sent to you because you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Alfred J. Davis Co.,Insurance
Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

11-16-49 JR

Form E-1—SM—11-48

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT #18
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 29, 1949, 19....

Section Freewater(Cleveland St. N. City Limits) Kind of work Landscaping

Highway Oregon-Washington Section prefix 30-1029

Contractor C. S. Whitcomb Co. Contract number 3165

Date of contract May 17, 1949 Date of completion November 30, 1949

Date work started June 28, 19 49 Estimated date of completion October 27, 1949

Amount of contract . . . . . $14,646.50 Per cent of time elapsed 82.8 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 14,646.50

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date $ 884.13, 100.6 % Date project was completed October 27, 19 49

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Planting shrubs and vines was completed October 27, as was also everything else. The completion date is then October 27, 1949.

NOTED
E. Ed. ...TH

Signed A. L. Tooze

Address Pendleton

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	Planting GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities	4,340				
Estimated quantities moved or placed to date	4,340				
Average daily quantities	500				
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	8				

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheep-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Fair		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Pt. Cloudy		
Friday	Cloudy		
Saturday	Cloudy		

RECEIVED
OCT 31 1949
OFFICE OF
CONSTRUCTION ENGINEER

State Printing Dept. 30750

RECEIVED
JUL 20 1949
FOR FILING
30-1029
3165

July 19, 1949

REFERRED TO
BY SECRETARY

NOTED
F. QUERY

State Industrial Accident Commission
State Office Building

Attention: L. R. White
Assistant Commissioner

Your file: AFs 139157 Baj.

Dear Mr. White:

Thanks for your letter of July 18, advising the status of C. S. Whitcomb Co., Inc., with your Commission. I am again bringing to the attention of this Company the State Highway Commission's requirements with respect to the Oregon Workmen's Compensation matter, per copy of my letter attached hereto.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

MEC:ts
Enc.

July 19, 1949

C. W. Whitcomb Co., Inc.
6038 N. E. Simpson St.
Portland 13, Oregon

Gentlemen:

The State Highway Commission has just been advised that you have rejected the provisions of the Workmen's Compensation Law in connection with your Contract No. 3165 with the State Highway Commission for landscaping on the Freewater (Cleveland Street - North City Limits) Section of the Oregon-Washington Highway in Umatilla County. It appears that you filed a rejection to the provisions of this law on August 2, 1948, which becameeffective on July 1, 1949.

I wish again to call to your attention the fact that it is one of the State Highway Commission's strict requirements that all contractors engaged in state highway construction work in this state accept the provisions of the Oregon Workmen's Compensation Law, and carry on their work in conformity therewith. Perhaps you have already asked the State Industrial Accident Commission to reinstate you, and if that is so, this letter may be disregarded. If you have not asked for reinstatement, the State Highway Commission will expect you to do so immediately, since it is necessary, according to the requirements, that you come under the Workmen's Compensation Law in connection with the work in which you are now engaged, and also in the performance of any other contract that hereafter may be awarded to you by this Commission. Forms for acceptance of the Workmen's Compensation Law may be obtained from the State Industrial Accident Commission. Please give the matter your immediate attention.

The State Highway Commission likewise has been informed that your sub-contractor, H. H. T. Landscaping Company, is not listed with the State Industrial Accident Commission. Please bring the Highway Commission's requirements to the attention of this Company, and ask them to file their acceptance with the State Industrial Accident Commission.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

MBG:ts

cc - State Ind. Acc. Comm.
American Casualty Co.
A. F. Person, Dist. Maintenance Supt.

ACKNOWLEDGED
H. B. GLAISYER

INDUSTRIAL ACCIDENT COMMISSION

SALEM, OREGON

PAUL E. GURSKE
T. MORRIS DUNNE
L. O. ARENS
COMMISSIONERS

FIRM DIVISION
L. R. WHITE
ASSISTANT COMMISSIONER

IN REPLY REFER TO

July 18, 1949

AF: 139157-Rej.

State Highway Commission
323 State Office Building
Salem, Oregon

Attn: H. B. Glaisyer

Gentlemen:

#3165

On May 17, 1949, you awarded a contract to C. S. Whitcomb Co., Inc. to landscape and install a sprinkling system in connection with the Freewater (Cleveland Street-North City Limits) Landscaping Project on the Oregon Washington Highway in Umatilla County.

The C. S. Whitcomb Co.,Inc. filed a rejection of the provisions of the Workmen's Compensation Law of Oregon on August 2,1948 which became effective on July 1,1949. A check with Mr. Query of your department reveals the contract has not as yet been completed, so apparently the firm is going to complete the contract without State coverage which, as we understand it, is a violation of their contract with you.

Also, our representative informed us that C. S. Whitcomb Co.Inc. let a subcontract to the H. E. T. Landscaping Co., address unknown, who are not listed with us, but their operation as far as we can determine would be nonhazardous.

RECEIVED
JUL 19 1949
OREGON
STATE HIGHWAY COMMISSION

Very truly yours,

STATE INDUSTRIAL ACCIDENT COMMISSION

L. R. White
Assistant Commissioner

W:ro

NOTED BY Whitcomb 7/19
DATE

RECEIVED
JUL 8 1949
FOR FILING
COPY

30-1029

2165

4-ac

EARL T. NEWBRY

Secretary of State

Salem, Oregon

Approved

June 17, 1949

NOTED
W. C. WILLIAMS

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

Acknowledgment is made of the receipt of assignment of the City of Freewater to the State Highway Commission of $8,750.00 authorized payable to them out of the State Highway fund under the provisions of Chapter 149, Oregon Laws, 1949.

This assignment has been placed on file and withholding to the extent of 50% of amounts appropriated to the city will be made each time a distribution is made until the sum of $8,750.00 has been fully re-paid to the State Highway Commission.

Yours very truly,

EARL T. NEWBRY
Secretary of State

By /s/ Harold F. Phillippi

Manager,
Accounting Division

HFP:IB

Copied for: W. C. Williams
S. H. Probert
Malcolm Hawke

RECEIVED
AUG 5 1949
FOR FILING

Mudy Brumfield orig.

AGENDA
JUN 27 1949

4a c

30-1029

3165

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 8, 1949

SUBJECT:

To: Mr. R. H. Baldock

At the last meeting of the State Highway Commission, we called bids on a city street project in Freewater, to be financed jointly by the City of Freewater and the state, using funds from the $250,000 special State Tax Street Fund. The City of Freewater was to pay $8,750 on the project. When demand was made upon them for payment as per agreement, they advised they did not have funds, and, due to the 6% tax limitation, could not raise them. They offered to give an order to the Secretary of State for withholding 50% of all funds due them from motor vehicle and gas tax revenues, until the $8,750 was paid to the state. This will necessitate six payments, the final payment being made in January of 1952.

(agreement executed by Commn. 6/8 Secy has not yet affixed.)

During your absence, I called Mr. Reynolds and Mr. Chandler (Mr. Banfield was out of the state), and they approved this arrangement. The necessary ordinance has been passed by the City of Freewater authorizing the Secretary of State to withhold 50% of all moneys due the city.

) set confirmed 6

This matter will be on the next agenda for confirmation.

W. C. Williams

WCW:me

cc Mr. H. B. Glaisyer

STATE HIGHWAY ENGINEER
NOTED

signed agreement & sent to State 6/13

5 & C

RECEIVED
JUN 10 1949
FOR FILING
10-1129
3165

Salem, Oregon
June 8, 1949

Mr. R. H. Baldock

At the last meeting of the State Highway Commission, we called bids on a city street project in Freewater, to be financed jointly by the City of Freewater and the state, using funds from the $250,000 special State Tax Street Fund. The City of Freewater was to pay $8,750 on the project. When demand was made upon them for payment as per agreement, they advised they did not have funds, and, due to the 6% tax limitation, could not raise them. They offered to give an order to the Secretary of State for withholding 50% of all funds due them from motor vehicle and gas tax revenues, until the $8,750 was paid to the state. This will necessitate six payments, the final payment being made in January of 1952.

During your absence, I called Mr. Reynolds and Mr. Chandler (Mr. Banfield was out of the state), and they approved this arrangement. The necessary ordinance has been passed by the City of Freewater authorizing the Secretary of State to withhold 50% of all moneys due the city.

This matter will be on the next agenda for confirmation.

W. C. Williams

WCW:mm

cc Mr. H. B. Glaisyer

Mr. Glaisyer: Please place on agenda.

RECEIVED
JUN 7 1949
FOR FILING

30-1027

3165

June 7, 1949

C. S. Whitcomb Co.,Inc.
6038 N. E. Simpson St.
Portland 13, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3165 which was awarded to you on May 17, 1949 by the State Highway Commission, for landscaping on the Freewater (Cleveland St.-W.City Limits) Section of the Oregon-Washington Highway in Umatilla County.

An executed copy of the above contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

RECEIVED
MAY 19 1949
FOR FILING

30-1022
164

May 19, 1949

C. S. Whitcomb Company
6036 N. E. Simpson Street
Portland, Oregon

Gentlemen:

The State Highway Commission on May 17 awarded you the contract for landscaping in Freewater on the Oregon-Washington Highway in Umatilla County. This award was based on your low bid of $14,646.50 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

rd
cc - S. L. Probert

134-4203 Columbia County Line-Forest Grove Section of the Nehalem
#3166 Secondary Highway. 1949

RECEIVED
DEC 29 1949
FOR FILING

134-4203

3166

FR.H Baldock

December 17th, 1949

FINAL COST ANALYSIS
Reoiling

Prefix 134-4203
Nehalem River Highway

Contract #3166
Columbia Co. Line-Forest Grove Section
Harr & Horton, Contractor
Tom Opedal, Resident Engineer

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Preparation of Base	10.59	Mile	$50.00	$16.62	$ 176.05	$ 529.50
Placing Aggregates	3,894	Cu. Yd.	1.00	0.71	2,766.56	3,894.00
Hauling "	20,108	Yd. Mi.	0.14	0.133	2,680.09	2,815.12
PA #1, Furnish & Place RT-12 Tar	398.89	Ton	27.50	24.71	9,855.43	10,969.48
					$15,478.13	$18,208.10
Less Prorated Share of Bid Deduction						- 300.00
						$17,908.10

Gross Revenue	$17,908.10
Total Cost	15,478.13
Net Profit	$ 2,429.97

Net Profit Equals 13.6% of Gross Revenue

RECEIVED

Contempt Counter #3
LOS ANGELES
DEC 30 1943
FILED

Columbia Co. Line-Forest Grove

Detail of Cost

Labor:			
Supervision		$250.00	
Labor		3,596.35	
State Industrial Accident Insurance		80.92	
Unemployment Insurance		71.93	
Social Security		35.96	
			$4,035.16
Meterials:			
RT-12 Tar	398.89 Tons at $17.10	$6,821.02	
Hired Hauling		403.99	
			7,225.01
Equipment Rental & Miscellaneous Expense:			
Equipment Rental, Owned		$1,053.00	
" " , Hired		42.75	
Hired Trucks, Not Including Drivers		1,661.41	
Gas, Oil & Grease		477.29	
Move In, Freight & Cartage		111.04	
Miscellaneous Supplies & Small Tools		101.60	
P.U.C.'s		53.28	
Public Liability & Property Damage		45.48	
Bond		125.87	
Home Office & General Overhead		546.24	
			4,217.96
Total Cost			$15,478.13

Columbia Co. Line-Forest Grove

Breakdown of Oiling Costs

	Cost	Quantity	Unit	Unit Cost
Hauling Tar	$1,143.81	398.89	Ton	$2.867
Placing "	562.92	"	"	1.411
Cost of Tar, f.o.b. Gasco	6,821.02	"	"	17.100
Traffic Control	212.84	"	"	0.534
Overhead & Proratable Expense	1,114.84	"	"	2.794
	$9,855.43	398.89	Ton	$24.706

Haul & Place Aggregates

Load Aggregates	$649.95	3,894	Cu. Yd.	$0.163
Haul " , Av. 5.2 Mi.	2,680.19	"	" "	0.688
Spread "	1,696.56	"	" "	0.436
Overhead & Proratable Expense	420.05	"	" "	0.108
	$5,446.75	3,894	Cu. Yd.	$1.395

Tar hauled an average of 30 miles from Gasco plant in both contractor's tankers and hired haulers.

Average of 53 tons spread per 9-hour day.

Columbia Co. Line-Forest Grove

Remarks:

This project, which required the reoiling of 10.76 miles of the Nehalem Highway, was bid on May 17th, 1949. The contractor started work on August 9th, and completed the project on August 31st, 1949.

The existing oil surface had been previously patched by state forces, and the preparation of base consisted mainly of brooming. The mineral aggregate was purchased by the State from commercial plants, and it was stockpiled adjacent to the job. The material was loaded with a ½-yard shovel and an Athey loader on a D-4 tractor. The hauling was handled with 8 light hired trucks, and placing averaged 51 cu. yds. per hour.

The tar was hauled direct from the Gasco plant in North Portland an average of 30 miles to the job. The contractor's own tankers and hired haulers transported the tar. A 1,150-gallon capacity distributor was used for spreading, and an average of 53 tons was placed per 9-hour day.

The contractor's profit on the work was due to good production and fair bid prices. This contract was bid in conjunction with Contract No. 3167, and the reduction of $1,200 which was given to secure both jobs was prorated between the two contracts. As the contractor had four jobs in the same area, his move in costs were low.

E. H. Clymer
Cost Analyst

By . . V. R. Jones

RECEIVED
OCT 20 [illegible]
FOR FILING
134-4203
3166

October 20, 1949

Glens Falls Indemnity Co.
Pacific Coast Dept.
Mills Tower
San Francisco, Calif.

Gentlemen:

Please be advised that State Highway Contract No. [illegible], for resurfacing on the Columbia County Line-Forest Grove Section of the Nehalem Highway in Washington County, has been completed by the contractor, Starr & Morton, and that final payment in the amount of $750 will be made on or after October 31, 1949.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $17,008.10, and that no force account work was performed on the project. This contract was completed on August 31 and accepted by the Commission on September 21, 1949.

This notice is sent to you as you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Jewett, Barton, Leavy and Kern
Lewis Building
Portland 4, Oregon

NOTED ON CARD
10-31-49 gl

RECEIVED
SEP 14 1949
FOR FILING

134-4203

3166

September 14, 1949

Glens Falls Indemnity Company
Pacific Coast Dept.
Mills Tower
San Francisco, Calif.

Gentlemen:

You are advised of the intention of the State Highway Commission to make semi-final payment to Harr & Norton, on contract No. 3166, covering recoiling on the Columbia County Line-Forest Grove Section of the Nehalem Highway in Washington County. This payment, in the amount of $12,100.10, will be made on or after September 24, 1949. The retained percentage is $750.00.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Jewett, Barton, Leavy and Kern
Lewis Bldg.
Portland 4, Oregon

NOTED ON CARD
9-14-49 gl

Form B-1—886—1-48

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 3, 19.49

Section Columbia County Line - Forest Grove
Highway Nehalem
Contractor Harr & Horton
Date of Contract May 17, 1949
Date work started August 9, 1949
Amount of contract $ 15,583.00
Estimated cost of completed project, exclusive of engineering $ 25,566.32
Per cent of contract completed, based on total contract price 100 %
Engineering cost to date $ 1,100, 75 %

Kind of work Recoiling
Section prefix I34 - 4203
Contract number 3166
Date of completion August 31, 19.49
Estimated date of completion August 31, 19.49
Per cent of time elapsed 100 %
Date project was completed August 31, 19.49

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed the Project Wednesda y P. M.

Signed Jno Opsdal

Address P. O. Box 4644, Portland 2, Oregon

Mail original (copy to Salem) and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

NOTED
E. M. BOOTH

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project				10.59	
Miles partially completed					
Miles completed				10.59	
Total estimated quantities RT-12 Tar				399 T	
Estimated quantities moved or placed to date				399 T	
Average daily quantities				26 T	
Average daily quantities necessary to complete project on time				7	
Number shifts per day				1	
Hours per shift				9	
Average force on project for week				21	

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....2....., Power graders .....2....., Rollers .....2....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., ~~Sheep-foot rollers~~ Distributor .....1....., Broom .....1....., Trucks .....5....., Tankers .....2.....

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	Cloudy		
Thursday	Fair		
Friday	Cloudy		
Saturday			

RECEIVED
SEP 7 - 1949
OFFICE OF
CONSTRUCTION ENGINEER

RECEIVED
JUN 14 1949
FOR FILING

137-4203

3166

June 13,1949

Marr & Norton
9809 N. Calvert St.
Portland)
Oregon

Gentlemen:

We enclose herewith, for your records and files, two fully executed copies of contracts which were awarded to you on May 17, 1949 by the State Highway Commission, as follows:

Contract No. 3166, for reoiling on the Columbia County Line-Forest Grove Section of the Wahalem Highway in Washington County.

Contract No. 3167, for reoiling on Hillsboro-Tigard-Wilsonville Section of the Beaverton-Aurora, Scholls, Farmington and Hillsboro-Silverton Highways in Washington County.

An executed copy of each of the above contracts is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls. 2

134-4204 Hillsboro-Tigard-Wilsonville 1949
Reoiling Project on four
#3167 Secondary Highways.

RECEIVED
DEC 29 1949
FOR FILING

R-4 Baldock

December 15th, 1949

FINAL COST ANALYSIS

Contract #3167 Reoiling — Prefix 134-4204
Hillsboro-Tigard-Wilsonville Section — Beaverton-Aurora, Scholls, Framington & Hillsboro-Silverton Secondary Highways
Harr & Horton, Contractors
Tom Opedal, Resident Engineer

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Preparation of Base	34.81	Mile	$50.00	$17.31	$ 602.66	$ 1,740.50
Placing Aggregates	13,681	Cu. Yd.	0.90	0.796	10,893.63	12,312.90
Hauling "	48,254.5	Yd. Mi.	0.14	0.13	6,259.60	6,755.63
Furnish & Place RT-9 Tar	703.47	Ton	26.50	24.27	17,068.40	18,641.96
PA #1, Furnish & Place RT-12 Tar	645.01	Ton	26.50	24.27	15,656.18	17,092.77
					$50,480.47	$56,543.76
Prorated Share of $1,200 Bid Reduction						- 900.00
						$55,643.76

Gross Revenue	$55,643.76
Total Cost	50,480.47
Net Profit	$ 5,163.29

Net Profit Equals 9.3% of Gross Revenue

NOTED
State Highway Engineer

Hillsboro-Tigard-Wilsonville

Detail of Cost

Labor:					
Supervision				$875.00	
Labor				10,658.27	
State Industrial Accident Insurance				239.81	
Unemployment Insurance				213.17	
Social Security				106.58	
					$12,092.83
Materials:					
RT-9 Tar	703.47	Tons at	$17.10	$12,029.34	
RT-12 Tar	645.01	" "	17.10	11,029.67	
Hired Transport	695.37	" "	1.673	1,163.70	
					24,222.71
Equipment Rental & Miscellaneous Expense:					
Equipment Rental, Owned				$6,168.00	
" " , Hired				83.75	
Hired Trucks, Not Including Drivers				3,634.01	
Gas, Oil & Grease				1,284.61	
Miscellaneous Supplies & Small Tools				227.60	
Freight & Cartage				368.23	
P.U.C.'s				127.87	
Public Liability & Property Damage				159.87	
Bond				414.68	
Home Office & General Overhead				1,696.31	
					14,164.93
T o t a l C o s t					$50,480.47

Hillaboro-Tigard-Wilsonville

Breakdown of Oiling Cost

	Cost	Quantity	Unit	Unit Cost
Hauling Tar	$3,318.56	1,348.48	Ton	$2.460
Placing "	2,022.11	"	"	1.500
Cost of Tar, f.o.b. Gasco	23,059.01	"	"	17.100
Traffic Control	732.32	"	"	0.543
Overhead & Proratable Expense	3,592.57	"	"	2.664
	$32,724.57	1,348.48	Ton	$24.267

Haul & Place Aggregates

Load Aggregates	$2,314.56	13,681	Cu. Yd.	$0.169
Haul " , Av. 3.5 Mi.	6,259.60	"	" "	0.458
Spread Aggregates	7,145.12	"	" "	0.522
Overhead & Proratable Expense	1.433.95	"	" "	0.105
	$17,153.23	13,681	Cu. Yd.	$1.254

Tar hauled average of 20 miles from Gasco plant with both contractor's tankers and hired haulers.

Average of 49.0 tons placed per 9-hour day.

Hillsboro-Tigard-Wilsonville

Remarks:

This contract, which required the recoiling of various secondary highways in Division #1, was bid and awarded on May 17th, 1949. The contractor started work on June 21st, and completed the project on August 10th, 1949.

The aggregate had been purchased by the Highway Department from various commercial sources who placed the material in stockpiles adjacent to the work. The contractor loaded the trucks with both a ½-yard shovel and an Athey loader on a D-4 tractor. From 4 to 6 light hired trucks hauled the aggregates an average of 3.5 miles and averaged 59 cu. yds. per hour.

The tar was hauled in insulated transports directly from the Gasco plant in North Portland. Both the contractor's two transports and hired transports hauled an average of 20 miles to the job. The tar was spread with a 1,150-gal. distributor at an average of 49.0 tons per 9-hour day. The existing oiled surface had been patched by state forces, and the preparation of base consisted mainly of brooming.

The contractor made a fair profit on the work due to good production, although bid prices were low. This contract was bid in conjunction with the Columbia Co. Line-Forest Grove recoiling project, on which a deduction of $1,200 was given. This deduction has been prorated to both jobs.

E. H. Clymer
Cost Analyst

By . . V. R. Jones

RECEIVED
SEP 14 1949
FOR FILING

134-4204

3167

September 15, 1949

Glens Falls Indemnity Co.
Pacific Coast Dept.
Mills Tower
San Francisco, Calif.

Gentlemen:

Please be advised that State Highway Contract No. 3167, for resiling on the Hillsboro-Tigard-Wilsonville Section of the Beaverton-Aurora, Scholls, Farmington and Hillsboro-Silverton Highways in Washington County, has been completed by the contractor, Marr & Morton, and that final payment in the amount of $1,657.77 will be made on or after September 26, 1949.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $56,543.76, and that no force account work was performed on the project. This contract was completed August 9 and accepted by the Commission August 19, 1949.

This notice is sent to you as you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

gl

Secretary

cc: Jewett, Barton, Leavy and Kern
Lewis Building
Portland 4, Oregon

NOTED ON CARD

9-15-49 gl

RECEIVED
AUG 30 1949
FOR FILING

134-4204

2167

August 26, 1949

Glens Falls Indemnity Co.
Pacific Coast Department
Mills Tower
San Francisco, California

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Harr & Horton on Contract No. 3167 covering the Hillsboro-Tigard-Wilsonville Section of the Beaverton-Aurora, Scholls, Farmington, and Hillsboro-Silverton Highways, in Washington County. This payment, in the amount of $6,074.02, will be made on or after September 6, 1949. The retained percentage is $1,697.51.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Please acknowledge receipt of this letter.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

cc

cc - Glens Falls Indemnity Co.
Jewett, Harrison, Leavy & Horn
Lewis Building
Portland 4, Oregon

NOTED ON CARD
9-26-49 JC

Form E-1—956—1-49

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August I3, 1949

Section Hillsboro - Tigard - Wilsonville

Highway Beaverton-Aurora, Scholls, Farmington, and Hillsboro - Silverton

Contractor Ha rr & Harton

Date of Contract May I7, 1949

Date work started June 2 I, 1949

Amount of contract $ 55,29I.00

Estimated cost of completed project, exclusive of engineering $ 55,29I.00

Per cent of contract completed, based on total contract price I00 %

Engineering cost to date $ 3450, 65 %

Kind of work Recoiling

Section prefix I34 - 4204

Contract number 3I67

Date of completion August I0, 1949

Estimated date of completion August 3I, 1949

Per cent of time elapsed 80 %

Date project was completed August I0, 1949

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed recoiling this project Monday, completed the contract Wednesday, and started recoiling Contract No.3I66 Tuesday.

Signed Tom Kpedal

Address P.O. Box 4644, Portland 2, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

NOTED
E. M. BOOTH

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project				3.8I	
Miles partially completed					
Miles completed				3.8I	
Total estimated quantities				1340	
Estimated quantities moved or placed to date				1350	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day				I	
Hours per shift				9	
Average force on project for week				2I	

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels .....2....., Power graders .....2....., Rollers .....2....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., ~~Sheepsfoot~~ Distributors .....I....., Broom .....I....., Trucks .....5....., Tankers .....2.....

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	~~Showers~~		
Monday	~~Cloudy~~		
Tuesday	"		
Wednesday	"		
Thursday	~~Showers~~		
Friday	"		
Saturday			

RECEIVED
AUG 15 1949
OFFICE OF
CONSTRUCTION ENGINEER

RECEIVED
JUN 14 1949
FOR FILING

134-4204

3167

June 13,1949

Marr & Norton
9809 N. Calvert St.
Portland 3
Oregon

Gentlemen:

We enclose herewith, for your records and files, two fully executed copies of contracts which were awarded to you on May 17, 1949 by the State Highway Commission, as follows:

Contract No. 3166, for recoiling on the Columbia County Line-Forest Grove Section of the Nehalem Highway in Washington County.

Contract No. 3167, for recoiling on Hillsboro-Tigard-Wilsonville Section of the Beaverton-Aurora, Scholls, Farmington and Hillsboro-Silverton Highways in Washington County.

An executed copy of each of the above contracts is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

cl
encls. 2

RECEIVED
MAY 19 1949
FOR FILING

134-4204

3167

May 19, 1949

Marr & Morton
9209 North Calvert Street
Portland 3, Oregon

Gentlemen:

The State Highway Commission on May 17 awarded you the contracts for recoiling on the Columbia County Line-Forest Grove Section of the Nehalem Secondary Highway and the Hillsboro-Tigard-Wilsonville Recoiling Project on four secondary highways in Washington County. This award was based on your low combination bid of $70,874 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

ml
cc - S. H. Probert

136-4202 Dayton Prairie School-Dayton 1949
Junction Section of the Amity-
#3168 Dayton Secondary Highway

RECEIVED
OCT 31 1949
FOR FILING

136-4202
3168

R.H. Baldock

September 28th, 1949

FINAL COST ANALYSIS

Contract #3168
Dayton Prairie School-Dayton Junction
O. C. Yocom, Contractor
J. E. Folston, Resident Engineer

Prefix 136-4202
Amity-Dayton Secondary Highway

NOTED
State Highway Engineer

Description	Unit	Quantity	Unit Cost	Unit Bid	Total Cost	Gross Revenue
Preparation of Roadbed and Base		All	$	$	$312.73	$1,000.00
3"-0" Mat'l. in Base	Cu. Yd.	2,976	1.93	2.30	5,743.68	6,844.80
1½"-0" Mat'l. in Base	" "	1,492	1.93	2.30	2,868.34	3,431.60
3/4"-0" Mat'l. in Base	" "	616	2.03	2.30	1,248.54	1,416.80
Sprinkling	M-Gal.	93.6	2.34	3.00	219.13	280.80
Mineral Aggregate	Cu. Yd.	1,312	2.90	3.40	3,808.38	4,460.80
151-200 Asphalt	Ton	144.38	34.10	35.00	4,923.34	5,053.30
					$19,124.14	$22,488.10

Gross Revenue	$22,488.10
Total Cost	19,124.14
Net Profit	$ 3,363.96

Net Profit Equals 14.9% of Gross Revenue

Dalton Little Co.
Contract #5128
FOR BIDDING
COMPLETED

Dayton Prairie School-Dayton Junction

Detail of Cost

Labor:

Supervision and Labor				$2,727.55	
State Industrial Accident Insurance				57.73	
Unemployment Insurance				46.18	
Social Security				25.66	
					$2,857.12

Materials:

3"-0" Crushed Rock	2,976	cu. yd.	at $1.10	$3,273.60	
1½"-0" Crushed Rock	1,492	" "	" 1.10	1,641.20	
3/4"-0" Crushed Rock	616	" "	" 1.15	708.40	
Mineral Aggregate	1,312	" "	" 1.25	1,640.00	
121-200 Asphalt	144.38	ton	" 22.10	3,190.80	
Freight and Demmurage on Asphalt				474.36	
					10,928.36

Equipment Rental & Miscellaneous Expense:

Equipment Rental, Owned	$2,642.00	
" " , Hired	390.00	
Gas, Oil & Grease	824.69	
Move In, Freight & Cartage	221.20	
Miscellaneous Supplies & Small Tools	104.40	
P.U.C.	191.88	
Public Liability & Property Damage	121.20	
Bond	168.65	
Home Office & General Overhead	674.64	
		5,338.66

Total Cost $19,124.14

Dayton Prairie School-Dayton Junction

Breakdown of Oiling Costs

	Cost	Quantity	Unit	Unit Cost
Heat	$285.33	144.38	Ton	$1.976
Haul and Place	501.11	"	"	3.471
Traffic	112.53	"	"	0.849
151-200 Asphalt & Freight	3,665.16	"	"	25.386
Overhead and Proratable Expense	359.21	"	"	2.418
	$4,923.34	144.38	Ton	$34.100

Oil Cost - $22.10 f.o.b. Portland

Freight to Whitesom - $2.39

Average haul to job by distributor and one 1,500-gallon transport - 5.0 Miles

Dayton Prairie School-Dayton Junction

Remarks:

This contract, which required the resurfacing and oiling of 2.0 miles of the Amity-Dayton Secondary Highway, was bid and awarded on May 17, 1949. The contractor started the work on May 19, and completed the project on June 21, 1949.

The preparation of base item required the scarifying of the existing surface as well as the ordinary preparation for oiling. The scarifying work was accomplished with a power grader and was completed in three days. The base rock and mineral aggregate were produced at the contractor's commercial plant situated at the Starr quarry, and the average haul was 2.5 miles. All hauling was done with the contractor's own 8-yard trucks. Base rock was placed in 8½ days' time at an average of 65 cu. yds. per hour.

The oil for the job was shipped to Whiteson by rail and hauled to the job by a 1,500-gallon transport, with a few loads being hauled in the 1,500-gallon distributor. The oiling work required 4 days, and an average of 8,700 gallons was placed per day.

The job shows a fair profit due to good prices and to the cheap source of crushed rock available to the contractor.

E. H. Clymer
Cost Analyst

By . . V. R. Jones

RECEIVED
JUL 18 1949
FOR FILING
136-40(2)
3168

July 18, 1949

W. Talbot Sinclair, Manager
U. S. Fidelity and Guaranty Co.
1112 Cascade Bldg.
Portland 4, Oregon

Gentlemen:

Please be advised that State Highway Contract No. 3168, for surfacing on the Dayton Prairie School-Dayton Junction Section of Amity-Dayton Secondary Highway in Yamhill County, has been completed by the contractor, O.C.Yocom Co., and that final payment in the amount of $750 will be made on or after July 28, 1949.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $22,688.10, and that no force account work was performed on the project. This contract was completed on June 21 and accepted by the Commission on June 28, 1949.

This notice is sent to you because you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: United States Fidelity & Guaranty Co.
Baltimore 3
Maryland

Robert P. Dawson

NOTED ON CARD
7-15-49 gl

RECEIVED
JUL 6 1949
FOR FILING

136-42021

3168

July 5, 1949

W. Talbot Sinclair, Manager
United States Fidelity and Guaranty Co.
1112 Cascade Building
Portland 4, Oregon

Dear Sir:

You are advised of the intention of the State Highway Commission to make semi-final payment to O. C. Young Company on Contract No. 3168, covering surfacing on the Dayton Prairie School-Dayton Junction Section of the Amity-Dayton Secondary Highway, in Yamhill County. This payment, in the amount of $1,627.20, will be made on or after July 15, 1949. The retained percentage is $730.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc

cc - U. S. Fidelity & Guaranty Co.
Robert P. Rawson, Agent
Route 2, Box 536
Beaverton, Oregon

NOTED ON CARD

2-5-49
eo

Form E-1—5M—11-48

7 - 11

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 2, 1949

Section Dayton Prairie School - Dayton Junction

Highway Amity - Dayton Secondary

Contractor O. C. Yocom Co.

Date of contract May 17, 1949

Date work started May 19, 1949

Amount of contract $21,260.00

Kind of work Oil Mat Surfacing

Section prefix 136 - 4202

Contract number 3168

Date of completion July 31, 1949

Estimated date of completion June 21, 1949

Per cent of time elapsed 63.6 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 22,488.10

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date $ 849.97, 4.0 %

Date project was completed June 21, 1949

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The Semi - Final Estimate was turned in to the Division Office Wednesday.

This is the last report.

RECEIVED
JUL - 1 1949
DIVISION ENGINEER

NOTED
E. M. BOOTH

Signed James E Isaton

Address Salem, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		2.00		2.00	
Miles partially completed					
Miles completed		2.00		2.00	
Total estimated quantities		4,700		140 Tons	
Estimated quantities moved or placed to date		5,084		144.38 Tons	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheep-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Showers		
Monday	Cloudy		
Tuesday	Showers		
Wednesday	Showers		
Thursday	Clear, Warm		
Friday	"		
Saturday	"		

State Printing Dept. 36750

RECEIVED
JUN 14 1949
FOR FILING

136-4202

3168

June 14, 1949

REGISTERED MAIL

J. C. Compton Company
P. O. Box 86
McMinnville, Oregon

Gentlemen:

On May 17 you submitted with your proposal a certified check No. 5669 in the amount of $2,500 for work on the Idaho State Line--Blue Mountain Pass Section of the I.O.N. and Jordan Valley highways. With your proposal for work on the Dayton Prairie School-Dayton Junction Section of the Amity-Dayton Secondary Highway you submitted a certified check No. 5672 in the amount of $1,250.

As both contracts have now been fully executed for these jobs we are returning your two certified checks herewith.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

md
Enc.

RECEIVED
JUN 14 1949
FOR FILING

136-4202
3168

June 13, 1949

O. C. Yocum Co.
P. O. Box 566
Reedsville
Oregon

Gentlemen:

We enclose herewith, for your records and files, three fully executed copies of contracts which were awarded to you by the State Highway Commission, as follows:

Contract No. 3157, for resilling on the Pine Grove-Hampin Section of the Wapinitia Highway in Wasco County, awarded May 16, 1949.

Contract No. 3158, for resilling on Hampin-Criterion Section of the The Dalles-California Highway in Wasco County, awarded May 16, 1949.

Contract No. 3168, for surfacing on the Dayton Prairie School-Dayton Junction Section of the Amity-Dayton Secondary Highway in Yamhill County, awarded May 17, 1949.

An executed copy of the above contracts is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

encls. 3

RECEIVED
MAY 19 1949
FOR FILING

3168

136-4022

May 19, 1949

C. C. Yocom Company
902 East 14th
McMinnville, Oregon

Gentlemen:

The State Highway Commission on May 17 awarded you the contract for surfacing and oiling on the Dayton Prairie School-Dayton Junction Section of the Amity-Dayton Secondary Highway in Yamhill County. This award was based on your low bid of $21,260 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

ml
cc - H. H. Probert

336-1701 Willamina Grading & Oil Mat 1949
Surfacing Project on South

RECEIVED
OCT 20
FOR FILING
336-1701
3169

October 20, 1949

United States Fidelity and Guaranty Co.
W. Talbot Sinclair, Manager
1112 Cascade Bldg.
Portland 4, Oregon

Gentlemen:

Please be advised that State Highway Contract No. 3169, covering the Willamina (S. First St.) Section in Yamhill County, has been completed by the contractor, D. C. Yocom Co., and that final payment in the amount of $791.73 will be made on or after October 31, 1949.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $9,403.18, and that no force account work was performed on the project. This contract was completed July 30 and accepted by the Commission August 19, 1949.

This notice is sent to you as you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Mr. Robert P. Dawson
Rte. 2, Box 536
Beaverton, Oregon

NOTED ON CARD
10-20-49 gR

15 - 14

Form E-1—6M—11-48

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 3, 1949

Section Willamina (South First Street)

Kind of work Grading and Oil Mat Surfacing

Highway City Street

Section prefix 336 - 1701

Contractor O. C. Yocom Co.

Contract number 3169

Date of contract May 24, 1949

Date of completion August 31, 1949

Date work started June 16, 1949

Estimated date of completion July 30, 1949

Amount of contract $9,173.50

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $9,403.18

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date $ 514.00, 5.6 %

Date project was completed July 30, 1949

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The Semi-final Estimate was turned in to the Division Office Tuesday.

This is the last report.

RECEIVED
SEP - 2 1949
DIVISION

Signed James E Dalton

Address

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

E. M. BOOTH

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.15	0.15		0.15	
Miles partially completed					
Miles completed	0.15	0.15		0.15	
Total estimated quantities	1,200	960		10mTons	
Estimated quantities moved or placed to date	726	1,218		11.52 Tons	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day.					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheep-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear, Warm		
Monday	"		
Tuesday	Cloudy		
Wednesday	Clear, Warm		
Thursday	"		
Friday	"		
Saturday	"		

RECEIVED
SEP 6 - 1949
OFFICE OF
CONSTRUCTION ENGINEER

State Printing Dept. 39730

RECEIVED
JUN 24 1949
FOR FILING

336-4001

2169

June 24, 1949

O. C. Yocom Co.
P. O. Box 566
McMinnville
Oregon

Gentlemen:

We enclose herewith a fully executed copy of contract No. 3169, which was awarded to you on May 24, 1949 by the State Highway Commission, covering the Willamina (South First St.) Section in Yamhill County. This copy is for your records and files.

An executed copy of the above contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

Recorded

June 7, 1949

Mr. Sam J. Smith
City Recorder
Willamina, Oregon

Dear Sir:

State Highway Contract No. 3169 was recently awarded to O. C. Yokum for the construction of the South First Street project in the City of Willamina. Your attention is called to paragraph 8 in the agreement signed November 29, 1948, which provides that the City shall establish the street grades when revised.

Enclosed please find two copies of a description of the center line finished grade and a profile map with the elevations shown in orange. This description may be incorporated into a resolution or ordinance, whichever the City Charter provides.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Acting Engineer,
County and City Relations

JWC:BK
Encl.

CITY OF WILLAMINA

SOUTH FIRST STREET BETWEEN THE SALMON RIVER HIGHWAY
AND THE W.&G.R. RAILROAD

Description of elevation of center line finished grade (U.S.C.S. Datum):

Beginning at elevation 243.44 at highway engineer's survey station 0+00, at the west end of the project, 351.7' westerly from the center line of Washington Street, where the same is intersected by the center line of South First Street; thence to elevation 240.34, at highway engineer's survey station 0+50, 301.7' westerly from the center line of Washington Street, where the same is intersected by the center line of South First Street; thence on a 200' vertical grade curve to elevation 233.94, at highway engineer's survey station 2+50, 101.7' westerly from the center line of Washington Street, where the same is intersected by the center line of South First Street; thence to elevation 233.53, at highway engineer's survey station 3+51.7, at the center line of Washington Street, where the same is intersected by the center line of South First Street; thence to elevation 232.02, at the center line of Lincoln Street, where the same is intersected by the center line of South First Street; thence to elevation 231.78, at highway engineer's survey station 7+90, at the east end of the project, approximately 59' easterly from the center line of Lincoln Street, where the same is intersected by the center line of South First Street.

JFH:MM
5-5-49

RECEIVED
MAY 23 1949
FOR FILING

36-4001

new job 3169

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 20, 1949

SUBJECT:

To: Mr. W. C. Williams
O F F I C E

L

NOTED
W. C. WILLIAMS

We have this date received a warrant from the City of Willamina for the sum of $3,500 to cover its share of the total cost of the South First Street project.

The warrant has been forwarded to Mr. Glaisyer.

John W. Cattrall
Acting Engineer,
County and City Relations

By

John F. Hagemann

John F. Hagemann
Office Engineer

JFH:MM
cc: Mr. H. G. Smith

RECEIVED
AUG 5 1949
FOR FILING

336-4001

3169

AGENDA
JUN 27 1949

4a.i

May 24, 1949

G. C. Ireson Co.
902 East 11th
McMinnville, Oregon

Gentlemen:

Confirming my telegram to you of this date, the State Highway Commission has today awarded to you the contract for the grading and oil mat surfacing project on South First Street in Hillsboro, Washington County, Oregon. This award was based on your low bid of $9,173.50 submitted on May 16, 1949.

Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

bs

cc - R. H. Smith
Goldie Lewis
H. E. Probert
L. E. White, Asst. Comm.
(R.I.A.C.)

S+C

...VICE
...s of service desired; ...rwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM		SERIAL	
DAY LETTER		NIGHT LETTER	

WESTERN UNION

1906

JOSEPH L. EGAN, PRESIDENT

INTERNATIONAL SERVICE
Check the class of service desired; otherwise this message will be sent at the full rate

FULL RATE		DEFERRED	
CODE		NIGHT LETTER	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

May 21st 1949
Salem, Oregon
3:40 p.m. PST

O. C. Yocum Co.
902 E. 11th St.
McMinnville, Oregon

State Highway Commission awarded you today contract for Willamina Grading and Oil Mat Surfacing Project on South First Street, Willamina, Yamhill County, based on your low bid submitted May 16, 1949. Contract forms follow shortly.

H. B. Gladmyer, Secretary
OREGON STATE HIGHWAY COMMISSION

A NEW CURTIS SERVICE

Telegraph your order for America's favorite magazines—HOLIDAY, 1 yr., $5 • the Post, 1 yr., $6 • LADIES' HOME JOURNAL, 1 yr., $3. All prices U. S. only. No charge for wire. Pay Western Union clerk for subscription or when billed by publisher.

Publisher will, on subscriber's request, refund full amount paid for copies not previously mailed. Prices subject to change without notice.

Willamina 5-18-49
First Street from High-
way, looking north

Willamina 5-18-49
First Street from Highway looking north

RECEIVED
MAY 9 - 1949
FOR FILING

FORM E-30 10M 8-48 23459

336-40 C

3169

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

May 2, 1949

SUBJECT:

NOTED
W. C. WILLIAMS

To: Mr. W. C. Williams
OFFICE

Attached please find a copy of a letter from the city recorder of Willamina requesting that a storm sewer be included in the South First Street project at the city's expense. Also included is a copy of a resolution adopted by the city council of Willamina authorizing payment of $3,500 (the estimated cost of the storm sewer) to the Highway Department 10 days after demand.

The original of the letter and resolution have been turned over to Mr. Glaisyer for his files, and we have a copy of each in the County and City Relations files.

John W. Cattrall
Acting Engineer,
County and City Relations

By

John F. Hagemann
Office Engineer

JFH:MM
Encl.

Mr. J.C.Cattrall,
City-County Relations Eng.
State Highway Dept.
Salem,Oregon.

April 28,1949.

My Dear Sir:

In regards to the matter of the State Highway assuming the responsibility of improving South First Street within the limits of this city by grading and hard surfacing same I would request that your department include the drainage along this street by ditching and installing storm sewers and appropriate catch basins or manholes where necessary.

This request is made by me in behalf of the City of Willamina,Oregon,and in which the city officials concur.

Very respectfully yours.

Recorder Sam J. Smith
CITY OF WILLAMINA, OREGON

RECEIVED
APR 29 1949
ENGINEER
COUNTY & CITY RELATIONS

COPY COPY COPY

RESOLUTION.

IT IS HEREBY RESOLVED by the Common Council of the City of Willamina,Oregon, called in special session by Mayor J.A.Newton at 8.00 P.M. in the council chambers at the city hall,that

WHEREAS the State Highway Department of the State of Oregon has proposed to said City Council,that for the sum of $3,500.00,paid to said Highway Department,they will grade,install storm sewers and hard surface South First Street in said City according to State Highway standards,and

WHEREAS, [redacted] the State Highway Department has agreed to assume all costs of said improvements over and above the above named sum of $3,500.00, and,

WHEREAS,said improvements are of a nature imperative,of a beneficial and permanent nature,it is

HEREBY RESOLVED by the Common Council of the City of Willamina,Oregon that the said sum of $3,500.00 be paid to said Highway Department [redacted] ten days af ter demand.

Signed by the Mayor,April 28,1949

Signed by Councilmen

ATTEST:

Signature and seal of

Sam L Smith

City Recorder,Willamina,Oregon.

RECEIVED
MAY 2 1949
ENGINEER
COUNTY & CITY RELATIONS

FORM S-30 REV 8-46 22564

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem Oregon
March 14 1949

RECEIVED
MAR 22 1949
ENGINEER
COUNTY & CITY RELATIONS

SUBJECT: Estimate of Cost: South First Street; City of Willamina

To: F.D. Rowe
Division Engineer
Salem Oregon

NOTED
FORREST COOPER

Dear Sir:

The following is an estimate of cost for the reconstruction of South First Street in the City of Willamina.

ITEM	UNIT	QUANTITY	UNIT PRICE	AMOUNT
Cost to the State of Oregon				
1. General Excavation(Incl Incl.)	cy	1250	$ 0.80	$ 1,000.00
2. 5'-0" Std'l. in Base	"	400	5.00	1,200.00
3. 2/5'-0" " " " & Shoulders	"	230	4.00	920.00
4. Sprinkling	M-gal	12	5.00	60.00
5. Preparation of Base	Mile	0.16	500.00	80.00
6. Furnishing & Placing Aggregates	cy	139	5.00	695.00
7. " " " 1&1-200 Asph. Base	"	11	50.00	550.00
				$ 3,505.00
		Add 10%		350.00
		Total		$ 3,790.00
Cost to the City of Willamina				
1. Structural Excavation	cy	26	$ 3.00	$ 78.00
2. 12" Conc Sewer Pipe	lin ft	793	2.50	1,982.50
3. Salvage Pipe 12" Conc.	" "	241	1.75	421.75
Special 4. Conc. Catch Basins	each	2	75.00	150.00
				$ 2,632.25
		Add 10%		263.75
		Total		$ 2,896.00

Very truly yours,

H.O.Johnson
Locating Engineer

NOTED
JOHN W. CATTRALL

	1000.00
270 Cu yds @ 3.00	810.00
280 Yds @ .30	84.00
	10.00
	32.00
	67.50
	50.00
	399.50
	397.95
	422.55
	$ 800.00

9-14-48

2- 5" C.I. Pipe in Base (Width 12"X6")

[illegible] = 1½ = [illegible] 2.7 = 168 Cu Yds

26 Plus 30%

24 Plus 10%

268 = 270 Cu Yds. Summary Page

3- 24" C.I. Pipe

[illegible] = 243 Cu Ft = 196 Cu Yds.

40 Plus 20%

Pipe 4.90 Yards in Pipe

1.50 [illegible] .3141

1.50 [illegible]

Total [illegible]

10 Plus 10%

216 211 Cu Yds. Summary Page

4- Sprinkling

477 X 25 = 11,925 Gals = 12 M. Gal. Price 5.00 M/gal

5- Use of Gate [illegible]

6- Oil [illegible] 9280 ÷ 9 = 2257 Sq. Yds.)

2257 X .133 = 119 Cu Yds + 5% = 125 Cu Yds. Summary Page

Price 5.50 C.Y.

7- Asphalt

2257 X 1.20 = 1083 + 16% = 11 Tons Summary Page

264 Price 50.00/Ton

Willamina

Project 0.16 m
R/W 50'
Roadway as sh
Roadbed as sh

Aty will move
Proposed su
Rebuil
Oil mat

Base rock
any size
*1.50
*2.30

Oil Rock
1 1/4" - 3/4
3/4" - 1/
1/2" - "
1/4" - 0

Salmon River Highway

House

Willamina

Project 0.16 miles
R/W 50'
Roadway as shown
Roadbed as shown

No Curbs
Drainage open ditch
no utilities

Aty will move N ditch 4' over
Proposed widen to 24'
Rebuild to 24'
Oil mat 20'

Base rock at Burell 6.3 miles R.S. Burch.
any size from 3½"-0 down (all Crushed rock)
*1.50 cuyd loaded at plant
*2.30 delivered to project (on road)

Oil Rock same source
1¼"-¾"
¾"-½"
½"-¼"
¼"-0
*1.75 loaded from stockpile
*2.55 delivered to stockpile at project

State has approved this material.

approx. $10,000 including drainage

[illegible] highway

House

16'

4'

18

18

House

House

House

0.08

S 12 St

Driveway 30

House

House

House

Washington St.

30

18

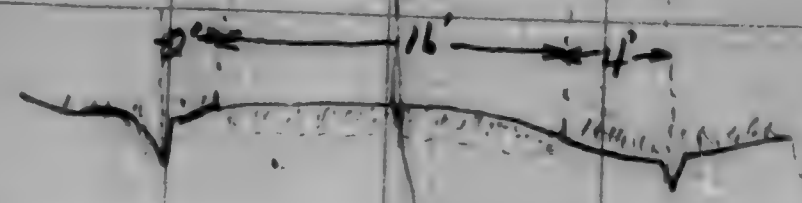
18

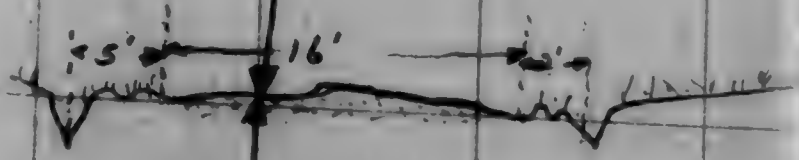
Driveway

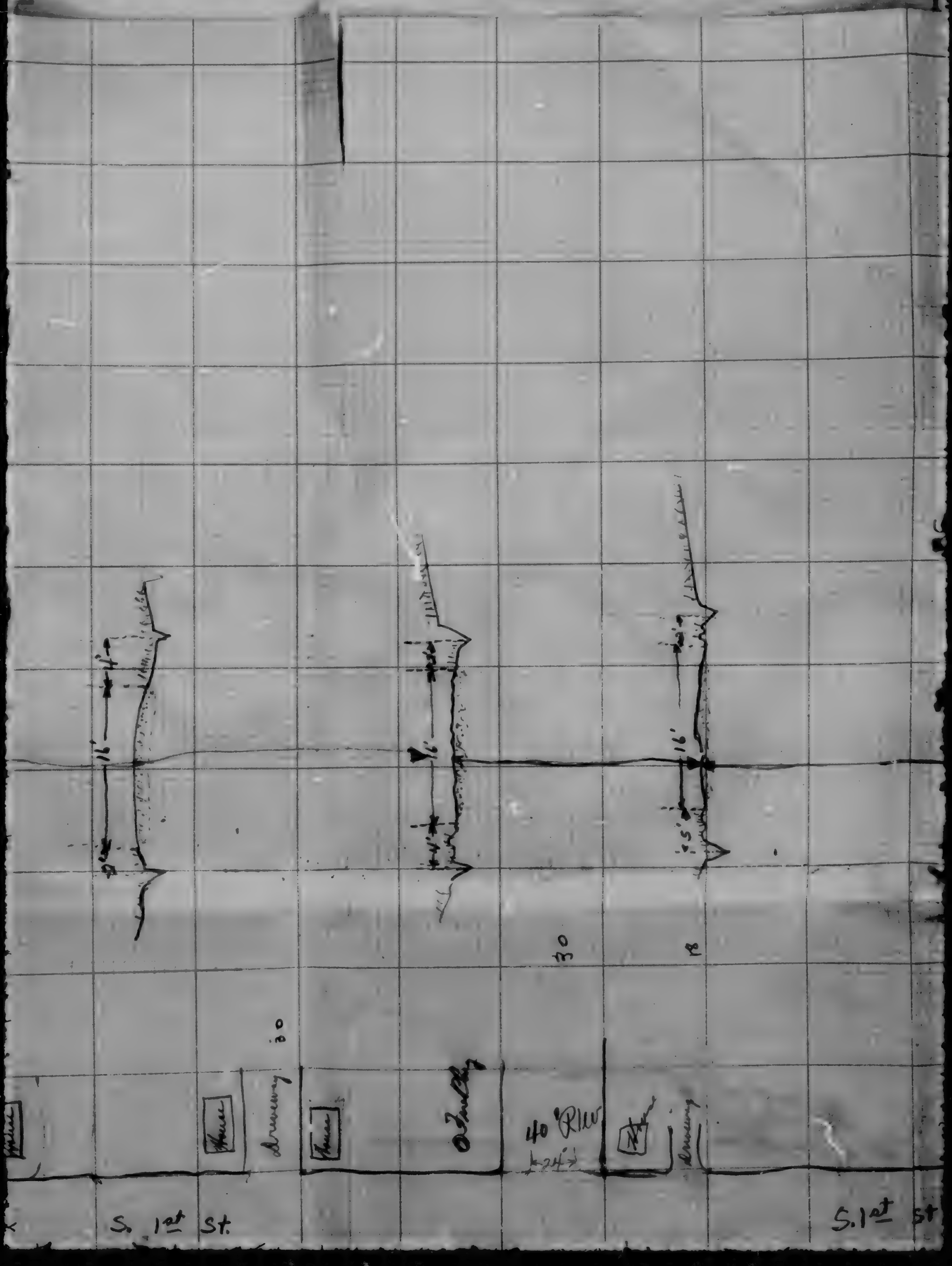
Driveway

0.07

S 12 St






11'
4'
9'
12'
15'
16'
30
18
driveway
30
40' R/W
24'
driveway
S. 1st St.
S. 1st St.

Washington St.

24'

Driveway

30

18

5' 16' 5'

Driveway

Driveway

House

0.07

S. 1st St

6' 16' 5'

Lincoln St

110' Rec

0.01

RR Property line

RR

RR

RR

Log Pond Dam

Washington St.

Alley

30

Driveway

18

5'

16'

18

Driveway

807

Driveway

S. 1st St

Home

18

Lincoln St

30

RR Property Line

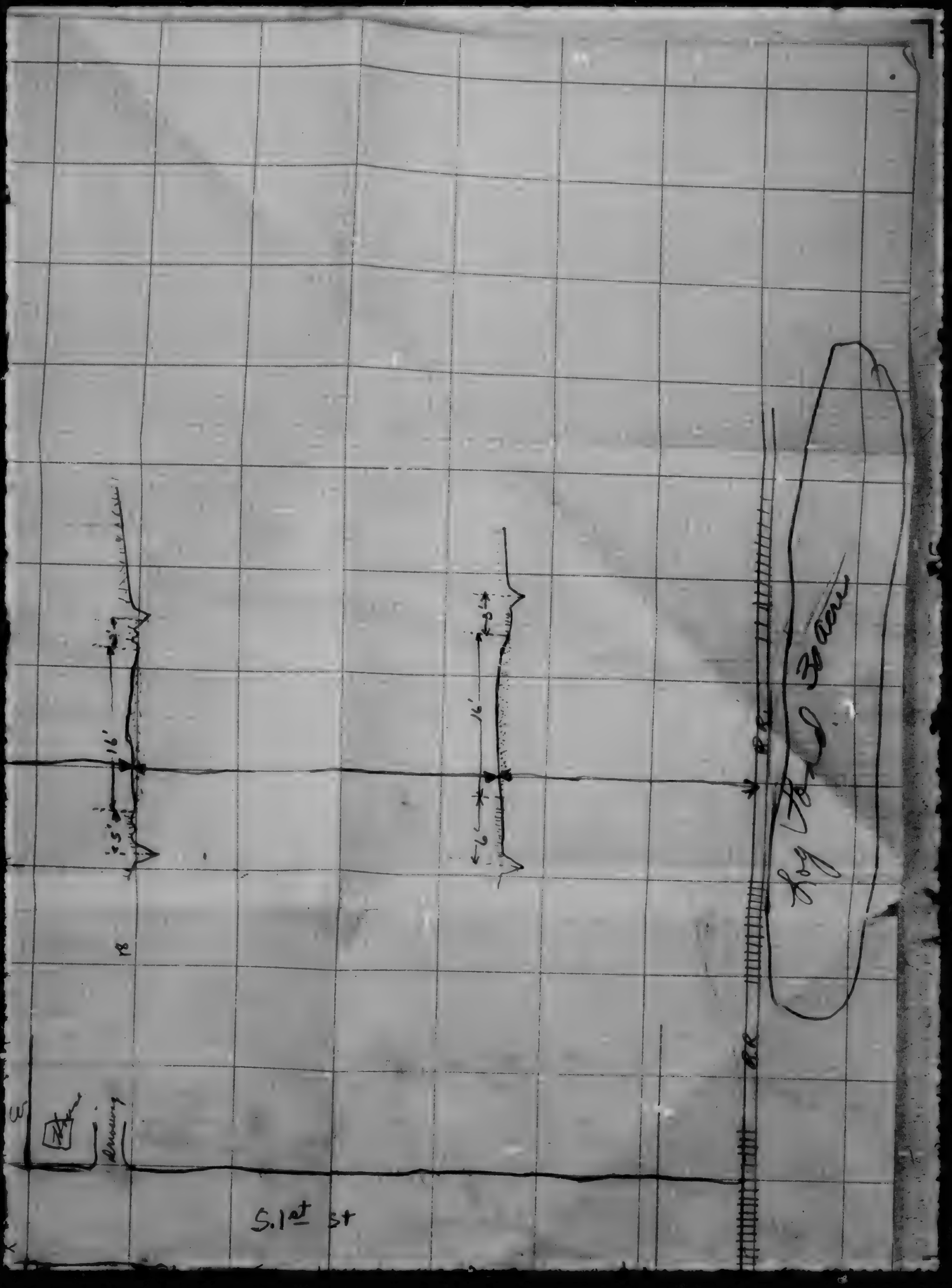
0.0

RR

RR

RR

Log Pond


16'
5'
16'
5'
18
S. 1st St
Parking Lot
3 Lanes

R E S O L U T I O N

9-13-48

WHEREAS, Section 2 of Chapter 425, Oregon Laws 1947, provides:

"Beginning with the year 1947 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, Chapter 413, Oregon Laws 1945; section 115-528, O.C.L.A., in the event it becomes law; section 29 of house bill No. 175 of the forty-fourth legislative assembly, and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act; but in no event shall payment under this act be made to cities for any year unless more than $11,000,000 is credited to such fund, and allocations hereunder shall be made to cities only from any excess over $11,000,000 credited to such fund in any year",

and

WHEREAS, Section 3 of said act provides that:

"Such appropriation shall be allocated to the cities as follows: The sum of $250,000 shall be withdrawn from such appropriation and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said $250,000 shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities",

and

WHEREAS, the City of Willamina, Oreg is an incorporated city of the State of Oregon, and has a population of 886, as given by the latest official census, and

WHEREAS, the following streets of said city, _____

First Street, South

_____

_____

_____

_____

_____,

are not a part or parts of the state highway system, but are streets of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy industrial traffic", and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement, and such city is without necessary funds with which to do said work,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit: _____

_____

First Street, South

_____

_____

_____

_____,

are in need of repair, reconditioning and other major improvement.

2. That said streets are in their present state and condition of disrepair, by reason of a sudden increase in population in the area, or because of excessive and unusual industrial traffic, and the city is without the funds necessary to put said streets in proper condition for the traffic to which they are being subjected.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair and other improvement out of funds allocated and made available by and through

the said $250,000 appropriation of state highway revenues.

4. That the City of Willamina, Ore does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation.

Passed and approved this 13th day of Sept, 1948

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- - - - - - - - - -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Willamina, Ore at a regular or special meeting of said council, held on the 13th day of Sept., 1948 and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 14th day of Sept., 1948

Sam J Smith
City Recorder

WILLAMINA

Scale 1"=400'

City Limits
4TH. ST.
MKT. ROAD #18
3RD. ST.
GENTRY ST.
ST.
2ND. ST.
1ST. ST.
W. MAIN ST.
S.P.Co.R.R.
City Limits
SALMON RIVER
HWY.
MAIN
WATER
YAMHILL
ST.
To Sheridan
LAUREL ST.
ASH
FIR
WALNUT
OAK
SPRUCE
MAPLE
FRANKLIN ST.
BAKER ST.
BROWN
WILLAMINA RIVER
City Limits
JAMES ST.
CHERRY AVE.
BRANSON
50. YAMHILL ST.
YAMHILL CO.
POLK ST. POLK-CO.
FIRST
2ND
WASHINGTON
LINCOLN
Willamina & Grand Ronde R.R.
T.6S.R.7W.
T.6S.R.6W.
A
B
C
D
E
F
1
6

330-1702 Milton-Freewater Surfacing & Oiling Project on Davis Street in Milton, & on Washington St. in Freewater. 1949

#3170

RECEIVED
APR 1
FOR FILING

OREGON STATE HIGHWAY COMMISSION

April 18, 1950
(Date)

330-1702

3170
(Contract No.)

5-final
(Est. No.)

Newport Constr. Co. & Russell Olsen
(Contractor)

Voa. No:	Warrant No:	Amt: $	Date:
5662	372859	$24.86	4/14/50

[redacted]

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. This warrant will be held in the Accounting Division until advised by you that release is authorized.

Specified completion date:

Completed:

Contract Accepted:

Time Extensions:

Penalties:

Claims:

Remarks:

ACCOUNTING DIVISION

Date:

Accounting Division:

Release of the above warrant is hereby authorized:

H. B. Glaisyer

Warrant Mailed: APR 18 1950

4-18-50, gl

OREGON STATE HIGHWAY COMMISSION

April 18, 1950
(Date)

3170 (Contract No.)	5-final (Est. No.)	Newport Constr. Co. & Russell Olsen (Contractor)	
Vou. No:	Warrant No:	Amt: $	Date:
5662	372859	$24.86	4/14/50

[redacted]

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. This warrant will be held in the Accounting Division until advised by you that release is authorized.

Specified completion date: Sep. 30, 1949

Completed: Oct. 18, 1949

ACCOUNTING DIVISION

Contract Accepted: Nov. 8, 1949

Time Extensions: Extended to Oct. 20, 1949 without penalty

Penalties: None of Record

Claims: None of Record

Remarks:

Date: 4-18-50

Accounting Division:

Release of the above warrant is hereby authorized:

H. B. Glaisyer

Warrant Mailed:

RECEIVED
MAR 30 1950
FOR FILING

330 - 1202

3170

March 29, 1950

Maryland Casualty Co.
Baltimore }
Maryland

Gentlemen:

Please be advised that State Highway Contract No. 3170, for surfacing on the Milton-Freewater City Streets Section in Umatilla County, has been completed by the contractor, Newport Construction Co. and Russell Olson, and that final payment in the amount of $824.86 will be made on or after April 8, 1950.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $24,538.07, of which amount $570.33 represents force account items. This contract was completed on October 18 and accepted by the Highway Commission on November 8, 1949.

We are sending you this notice as you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Hansen & Rowland, Inc.
611 Henry Bldg.
Portland 4, Oregon

Hansen & Rowland, Inc.
Tacoma, Wash.

NOTED ON CARD
3-29-50, gl

RECEIVED
JAN 18 1950
FOR FILING

330-1702

3170

January 18, 1950

Maryland Casualty Co.
Baltimore 3
Maryland

Gentlemen:

You are advised of the intention of the State Highway Commission to make semi-final payment to Newport Construction Co. and Russell Olsen, on contract No. 3170, for surfacing on the Milton-Freewater Section of Umatilla City Streets in Umatilla County. This payment, in the amount of $1,154.91, will be made on or after January 28, 1950. The retained percentage is $750.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

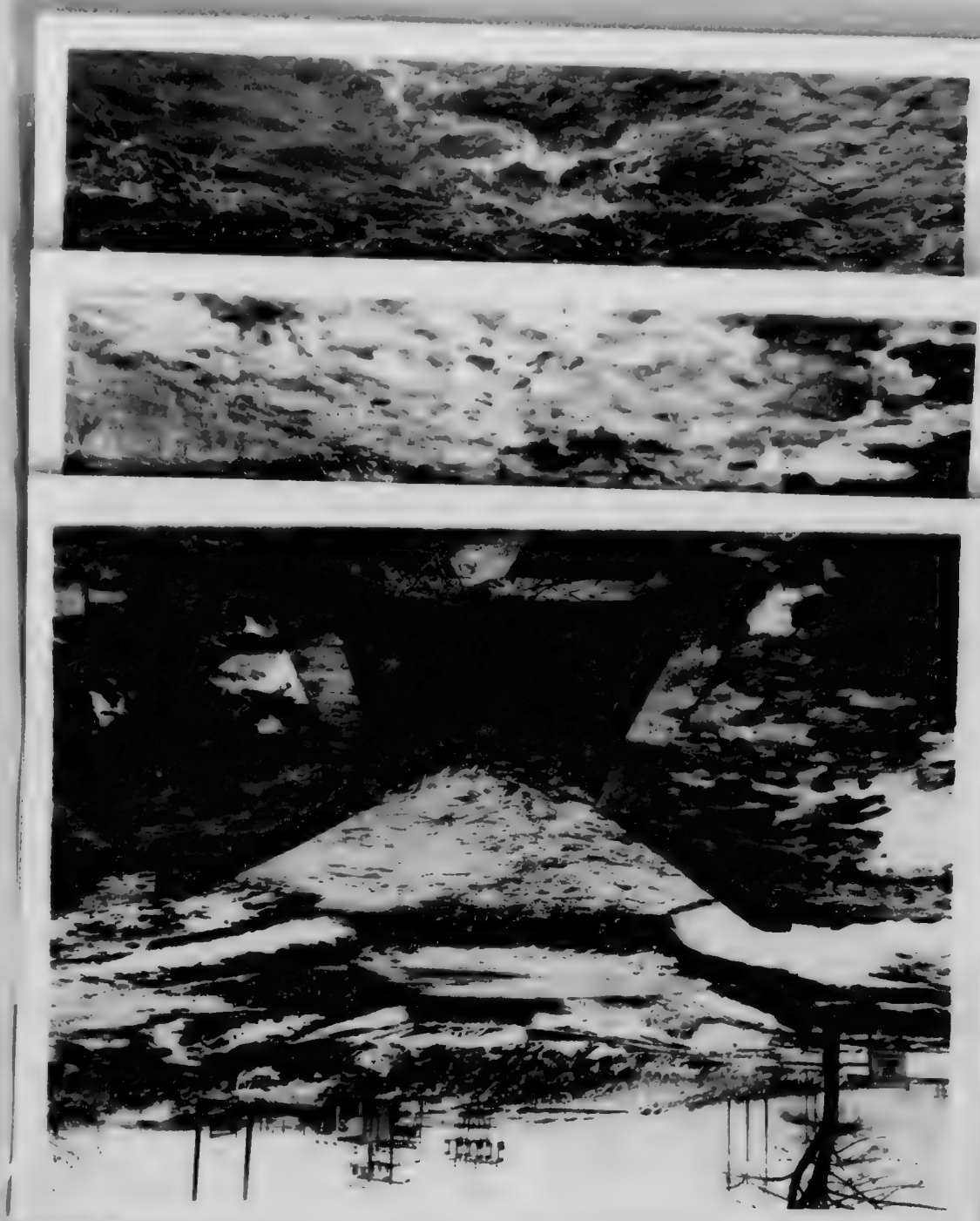
gl

cc: Hansen & Rowland, Inc.
611 Henry Bldg.
Portland 4, Oregon

Hansen & Rowland, Inc.
Puget Sound Bank Bldg.
Tacoma, Wash.

1-18-50, gR

12-49



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12-12-49

Re letter of Nov. 26. '49 from Mayor Murray of Fremont.

NOTED
J. W. CATTRALL

On 12-6-49 saw Mayor Murray. With him investigated points mentioned in letter.

The spruce loose gravel amounts to approximately 2 cubic yards, and I asked the mayor if he did not think the best way to correct the same for the city to shovel the loose gravel off the pavement and on to shoulders. He said they would do this.

As to the sharp or abrupt turns. Mr. Hodges said he intended to widen these curves but would have to wait until Crew was in vicinity.

The signs were not in yet, but Mr. Williams assures me (12-12-49) that signs have been shipped and will be placed.

The mayor said this would satisfy the city and the questions in both were all answered satisfactorily.

H-G-G.

CITY OF FREEWATER

UMATILLA COUNTY
OREGON

Nov. 26/ 1949

Oregon State Highway Commission-
John W. Cattrall, Acting Engineer,
County and City Relations-
Salem, Oregon.

NOTED
J. W. CATTRALL

Dear Mr. Cattrall:

Your letter of the 10th to City Recorder advising that Contract No-3170 with Newport Construction and Russel Olsen had been completed- and that the matter was being closed and turned back to the City-

Had a talk with Mr. Hodge some weeks ago relative to the condition of the block or space between the New Highway and Walla Walla Street on Adams and Main Streets also there appears to be some excess loose gravel at the the intersection of these two streets- and it seems that the turns are some too abrupt leading off from New Highway on Adams Street and from Adams Street at Walla Walla Street- and where the entrance from New Highway connects with Washington Street. Also matter of proper markers to divert the travel leading out of City Center over Washington Street on across the overpass and onto the New Highway by the bypass when going North on the NewHighway. It seems that there has been a tendency to try to get onto the Highway by using the Adams Street way for entrance by North bound traffic and this is very dangerous as it necessitates the travel to enter the highway and go around the island or follow north along the west side of the island and thus be on the wrong side of the highway. If markers can be put up- the City will be glad to try to divert the travel from City Center on East on Washington Street and over the overpass and into the Highway from the East side.

The work on the brigdes and the pavement appears to be of good quality and all appears very satisfactory.

Very truly yours-

H.S Murray

H.S MURRAY.
Mayor-

M

Agree Contacted Murray. on 12-6-49

RECEIVED
NOV 28 1949
ENGINEER
COUNTY & CITY RELATIONS

RECEIVED

RECEIVED
NOV 22 1949
FOR FILING

320-1702
3170

November 22, 1949

Newport Construction Co. and
Russell Olsen
7031 N. E. Halsey St.
Portland 16, Oregon

Gentlemen:

The State Highway Commission, at its meeting on November 8, 1949, had under discussion your request for an extension of time of 20 days, from October 1 to October 20, 1949, within which to complete your Contract No. 3170 for surfacing on the Milton-Freewater Section, in Umatilla County.

I am pleased to inform you that the Highway Commission granted your request without penalty. However, I was instructed to inform you that the Commission, in arriving at its decision, considered but did not necessarily adopt either the recommendation of the Engineer or the reasons given by you for failure to complete the project within the specified time.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc - R. F. Chidsey,
Division Engineer

H. G. Smith

NOTED ON CARD
11-22-49 gl

RECEIVED
NOV 17 1949
FOR FILING

330-1702

3170

November 16, 1949

Maryland Casualty Co.
Baltimore 3
Maryland

Gentlemen:

You are advised of the intention of the State Highway Commission to release to the Newport Construction Co. and Russell Gibson a portion of the funds that heretofore have been retained by the Commission, in connection with contract No. 3170 for surfacing on the Milton-Freewater City Streets Section in Umatilla County. This payment, which is in the amount of $5,011.03, reduces the retained percentage to $750.00 lump sum. The present payment to the contractor will be made on or after November 26,1949.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is sent to you because you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Hanson & Rowland,Inc.
611 Henry Bldg.
Portland 4, Oregon
Attn: Elwyn A. Bride, Manager

NOTED ON CARD
11-16-49 gl

November 10, 1949

Corinne E. Russell
City Recorder
Freewater, Oregon

Dear Madam:

This is to inform you that Contract No. 3170 with Newport Construction Company and Russel Olson for the improvement of Washington Street, Washington Street Connection, and Walla Walla Street was completed October 18, and accepted by the Highway Commission on November 8.

Under the terms of the agreement between the Highway Commission and the City of Freewater, dated June 6, 1949, the City now assumes the maintenance of and continues jurisdiction over the above city streets effective this date.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

NOTED
J. W. CATTRALL

John W. Cattrall
Acting Engineer,
County and City Relations

RHP:MM

November 10, 1949

Mr. J. D. Whitman
City Recorder
Milton, Oregon

Dear Sir:

This is to inform you that Contract No. 3170 with Newport Construction Company and Russel Olson for grading and surfacing of Davis Street from 1st Street to 2nd Street was completed October 18, and accepted by the Highway Commission on November 8.

Under the terms of the agreement between the Highway Commission and the City of Milton, dated May 18, 1948, the City now assumes the maintenance of and continues jurisdiction over the above city street effective this date.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

NOTED
J. W. CATTRALL

John W. Cattrall
Acting Engineer,
County and City Relations

RHP:MH

RECEIVED
NOV - 7 1949
FOR FILING

330-17021

3170

4-M

November 1, 1949

Request for extension of time
No. 16
November 7 and 8 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from the Rogert Construction Company and Russell Olson for an extension of time on Contract No. 3170, Miller-Fremmber City Streets, from September 30, 1949 to October 30, 1949.

Because of the inability of the State to secure material to rebuild two bridges on the project, the contractor was delayed approximately three weeks in starting the project. The bridges were built by state forces and were not a part of the contract.

Since the overrun of time was no fault of the contractor, I would recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.
cc W. C. Williams
H. G. Smith

hi

Milton
250

1948

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
A. W. SCHAUPP, MEMBER
KLAMATH FALLS
BEN. R. CHANDLER, MEMBER
COOS BAY

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

October 28, 1948

IN REPLY PLEASE
REFER TO FILE

Mr. J. D. Whitman
City Recorder
Milton, Oregon

Dear Mr. Whitman:

Enclosed herewith for the City's records and files is an approved copy of the ""Option for Cooperative Construction Project" in the City of Milton, particularly covering improvement of Davis Street from 1st Street to 2nd Street.

This option was approved and accepted by the State Highway Commission at its regular meeting August 9, 1948. Will you please bring this to the attention of the city council.

Respectfully yours

NOTED
FORREST COOPER

Secretary
OREGON STATE HIGHWAY COMMISSION

gl
encl. 1

cc: Hon. Elmo Smith, Mayor
City of Ontario
Ontario, Oregon

Mr. Forrest Cooper

NOTED
J. F. HAGEMANN

NOTED
Harold C. Ayers

RECEIVED
OCT 29 1948
ENGINEER
COUNTY

NOTED
JOHN W. CATTRALL

COOS BAY
BEN. B. CHANDLER, MEMBER
KLAMATH FALLS
A. M. SCHANNEP, MEMBER
PORTLAND
J. H. BANFIELD, CHAIRMAN
COMMISSIONERS

1948 - $250,000 Allocation

OPTION FOR COOPERATIVE CONSTRUCTION PROJECT
(CITY OF MILTON)

In consideration of the preliminary plans, surveys and studies by the State of Oregon, by and through its State Highway Commission (hereinafter referred to as "State"), relating to the improvement, construction, reconstruction, maintenance or repair of the following described street or streets,

Davis Street, from 1st Street to 2nd Street, a distance of approximately 400 feet

all being within the corporate limits of the City, and in further consideration of the benefits and advantages which the governing body of the City of Milton feels will enure to the City (hereinafter referred to as "City"), should a project be undertaken for the construction and improvement of said street or streets, and as an inducement for the State to allocate to City, funds from the $250,000 appropriation under the provisions of Chapter 425, Oregon Laws 1947, City does hereby offer to State, and if State should accept the within offer, agrees to cooperate in a project for the improvement, construction or repair of said street or streets on the following terms and conditions:

1. PROJECT: The proposed project is set forth on the City map attached hereto and by this reference made a part hereof, and shall consist of the following:

Grading, placing 114 feet 36 inch culvert pipe, rock or gravel surfacing

2. RIGHT OF WAY AND EASEMENTS: City will provide, without cost to State, all necessary or proper rights of way and easements for the project.

3. UTILITIES, RELOCATION: City shall, at its sole cost, relocate or reconstruct, or cause to be relocated or reconstructed, all water, sewer, gas, electric or other utility conduits or poles now within the highways or streets, in conformity with the proposed plans and ultimate requirements of the project.

OREGON STATE HIGHWAY COMMISSION

SECRETARY

4. CONSTRUCTION: State shall, when in its judgment the public interest would be best served thereby, by contract, or other means, in its discretion, construct or reconstruct the said street or streets. Upon the completion of the project, the City shall assume the maintenance of the street or streets. It is recognized by City that the State's participation in the project is as a means of aiding the City, and shall, in no manner, be construed as an assumption of jurisdiction over said street, or an assumption of maintenance thereof.

5. COMMENCEMENT AND DESIGN: The date upon which the construction of the project shall commence, the design of the street or streets, and all other construction details shall be committed exclusively to the jurisdiction, discretion and judgment of the State.

6. APPORTIONMENT OF COSTS: The cost of the construction shall be borne by State and City, as follows:

Items and estimated costs, City:

Construct an oil mat surface, when city funds are available, approximately 2,000 sq. yds., - estimated cost -	$1,000.00

Items and estimated costs, State:

Clearing and grubbing, 114 lin. ft. 36" culvert pipe, 900 cu. yds. excavation, 1,600 cu. yds. rock surfacing, surveys and engineering, - total estimated cost- - - - - - - - -	$9,400.00

In any event, City and State agree that the actual cost shall govern, and that the respective share of State and City shall be in the proportion that the above estimated costs bear to each other.

7. City agrees that the amount expended by State as its share of the within project, shall be deemed an allocation and distribution to the City within the meaning of Section 3 of Chapter 425, Oregon Laws 1947.

8. City agrees that it will upon the execution of this agreement, when any changes are made in existing street grades, proceed to establish the street grades as revised, in accordance with the city charter and city ordinances.

State shall have the irrevocable right to exercise or accept the within offer for a period of sixty (60) days from the date hereof. State may accept the offer herein by the passage of a resolution accepting said offer, and by notice of such resolution given over the signature of its secretary and addressed to the City and its governing body.

Regardless of any act or acts of its officers, agents or employees, State shall be under no obligation to City until such time as it has formally accepted the within offer.

Dated this 18 day of May, 1948.

APPROVED:

Chief Counsel, Oregon State Highway Commission

CITY OF HILTON, by its governing officers

By _____ Mayor

By _____ Recorder

APPROVED:

Asst State Highway Engineer

Accepted by Oregon State Highway Commission Aug. 9, 1948 (date).

Notice given to City Oct. 28, 1948. (date)

OC:me
5-6-48

Secretary

MILTON

GRANT ST.
MAIN ST.
CLEVELAND ST.
O-W R.R.&N. Co.
RAILROAD ST.
OLIVE ST.
BROADWAY
STOWELL ST.
MILL ST.
FRONT ST.
CATHERINE ST.
QUEEN ANN ST.
KING ST.
CENTER ST.
COURT ST.
BROWN ST.
ORCHARD ST.
HILL ST.
LOTUS ST.
CHERRY ST.
BATMAN ST.
BALM ST.
BERRY ST.
MAPLE ST.
POPLAR ST.
CASCO ST.
MERRILL ST.
COMMERCIAL ST.
HARD ST.
RUSSELL ST.
DE MEVEN
CANAL ST.
SHERMAN ST.
PRESCOTT ST.
MARTIN ST.
GEORGE ST.
ELLIS ST.
ELDRED ST.
MAIN ST.
WILLIAM ST.
FAIR ST.
PRAYER
CHURCH
SCHOOL
HIGH ST.
ELIZABETH
ABBOTT ST.
BARNING ST.
WARD ST.
RUSSELL ST.
CANAL ST.
MILTON-ROGERS HWY.
ROGERS CITY HWY. 51
MILTON
COLLEGE
ROGERS
PUBLIC
PRAYER
UNITED
BAPTIST
CHURCH
ST. THERESE
ST.
NICHOLS
ST.
PRESBYTERIAN
ST.
PRESBYTERIAN
ST.
PRESBYTERIAN

R E S O L U T I O N

WHEREAS, MILTON CITY, a Municipal Corporation, and the State of Oregon acting by and through Its State Highway Commission, have made and executed an agreement involving the improvement of Davis Street between 1st and 2nd Streets in Milton City; and

WHEREAS, the contemplated improvement of said Street involves the establishment of a grade elevation of said Street; and

WHEREAS, the following description is the grade elevation desired for said Street.

NOW, THEREFORE, BE IT RESOLVED by the Common Council of Milton City meeting in special session duly and regularly called on the 18th day of May, 1948, that the grade elevation of Davis Street between 1st and 2nd Streets be, and the same is hereby established as follows:

Description of center line subgrade (U.S.G.S. datum):

Beginning at elevation 1139.50, at highway engineer's survey station 0/00, 30' northerly and westerly from the center line of 1st Street, where the same is intersected by the center line of Davis Street; thence to elevation 1129.70, at highway engineer's survey station 2/00, 170' northerly and westerly from the center line of 1st Street, where the same is intersected by the center line of Davis Street; thence on a 200' vertical grade curve to elevation 1122.45, at highway engineer's survey station 4/00, 15.79' southerly and easterly from the center line of 2nd Street, where the same is intersected by the center line of Davis Street; thence to elevation 1122.41 at highway engineer's survey station 4/15.79, at the center line of 2nd Street, where the same is intersected by the center line of Davis Street.

PASSED by the Common Council this 18th day of May, 1948.

STATE OF OREGON,)
County of Umatilla,) ss.
Milton City.)

I, J. B. WHITMAN, the duly elected, qualified and acting Recorder of Milton

City and ex-officio Clerk of the Council thereof, do hereby certify that the foregoing is a true and correct copy of a Resolution which was passed by the Council on the 10th day of May, 1943, and of the whole thereof.

Dated at Milton, Oregon, this 10th day of May, 1943.

J. D. Whitman

CITY RECORDER.

Form B-1—631—11-48

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT #15

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 22, 1949

Section Milton-Freewater — Kind of work Oil Mat Surfacing

Highway City Streets — Section prefix 330-1702

Contractor Newport & Olson — Contract number 3170

Date of contract June 9, 1949 — Date of completion (Extended to Oct.20) Sept. 30, 1949

Date work started July 8, 1949 — Estimated date of completion Oct. 18, 1949

Amount of contract $ 24,059.00 — Per cent of time elapsed 115.9 %

Estimated cost of completed project, exclusive of engineering $ 22,183.46

Per cent of contract completed, based on total contract price 100. %

Engineering cost to date $ 1972.45, 10 5.1 % — Date project was completed October 18, 1949

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Cleaning and finishing up was completed October 18.

NOTED
H. W. LIBBY

RECEIVED
OCT 24 1949
STATE HIGHWAY ENGINEER

Signed H. L. Hodge

Address Pendleton

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING Topping	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.64	0.64		0.64	
Miles partially completed					
Miles completed	0.64	0.64		-	
Total estimated quantities	3,000	3,500		480	
Estimated quantities moved or placed to date	3,000	3,500		480	
Average daily quantities	400	500			
Average daily quantities necessary to complete project on time					
Number shifts per day				1	
Hours per shift				8	
Average force on project for week				1	

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ...1....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheep-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Fair		
Tuesday	Fair-cold		
Wednesday	Fair		
Thursday	Fair		
Friday	Pt. Fair		
Saturday	Pt. Cloudy		

RECEIVED
OCT 24 1949
OFFICE OF
CONSTRUCTION ENGINEER

State Printing Dept. 26750

Milton - Davis Street from 1st looking northerly
7-15-49

Milton - Davis Street from 1st looking northerly
after construction. 10-19-49

RECEIVED
OCT 10 1949
FOR FILING

File

30-17e2

317e

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
October 5, 1949

SUBJECT:

To:

Mr. W. C. Williams
Assistant State Highway Engineer
State Highway Commission
Salem, Oregon

Dear Mr. Williams:

With reference to inspection on the proposed street oiling to be performed for the City of Milton by Newport Construction Company, I wish to advise that this oiling covers only a block of city street or approximately 1,000 square yards. As the work will be done in connection with contract work in the City of Freewater the cost of inspection would be so small that it would be hardly worth while for the State to bill the City for the cost.

Therefore, I recommend that this inspection be furnished at no cost to the City of Milton.

Very truly yours,

E Kelly Chidsey

E. F. CHIDSEY
Division Engineer

EFC/hw
cc H. G. Smith
G. S. Vergeer
City Manager
Milton, Oregon

Note on original:
Referred to
H. G. SMITH
By Asst. Chief Engineer
Advise Chidsey O.K. to
inspect without charge.
W.C.W.

RECEIVED
OCT 7 1949
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT - 4 1949
FOR FILING

30-1702
3170

October 3, 1949

Mr. C. S. Ferguson
City Manager
Milton, Oregon

Dear Sir:

With reference to inspection of the proposed street oiling work to be performed for the City of Milton by the Newport Construction Company and Russell Olson, you are advised that the policy of the State Highway Commission is to make a charge for actual costs incurred if engineering services are performed by the State.

In this instance, I am forwarding a copy of your letter to Mr. E. F. Chidsey, Division Engineer at La Grande, who will advise you as to the approximate cost of the inspection work, should the State undertake it. It may be that such work can be performed without appreciable cost if the State has an inspector on other work in the immediate vicinity.

Very truly yours,

W. C. Williams
Acting State Highway Engineer

WCW:hl
cc Mr. H. G. Smith
Mr. E. F. Chidsey

FORM 80

MILTON CITY
ELECTRIC AND WATER UTILITIES

G. S. VERGEER
CITY MANAGER

MILTON, OREGON
September 28, 1949

NOTED
W. C. WILLIAMS

Oregon State Highway Commission
County-City Relations Department
Salem, Oregon

Gentlemen:

Please be advised that Milton City is in a position to arrange with Russell Olson of the Olson Construction Company of Pendleton and Newport Construction Company of Portland for the pavement of Davis Street in Milton City from the north line of First Street to the north line of Second Street.

It was suggested that State Highway Commission specifications O-11 be used for surfacing this street as part of the participating cost by the City. I wonder if it would be possible for your Department to supervise this work in order that this street may be completed to the satisfaction of the Commission. I make this suggestion because your local engineers are in this territory supervising similar work on the new highway approach into the City of Freewater, particularly the widening and construction of Washington Street in that city.

This City also expresses its appreciation for the splendid cooperation afforded us by the State Highway Commission.

Yours truly,

MILTON CITY

G. S. Vergeer

G. S. Vergeer, City Manager

GSV/pk

STATE HIGHWAY COMMISSION

Form A-139—OSC—11-46

INVOICE

OREGON STATE HIGHWAY COMMISSION

SALEM, OREGON

City of Freewater
Freewater, Oregon

Invoice No. 14576

Date August 23, 1949

Your Req. No.

Billing Request No. 62-7

Credit distribution: 330-1702-299

Cooperative City Projects

City share of cost of street work	$ 8750.00
To be paid by assignment of 50% of future State Tax Street fund allocations	

RECEIVED
AUG 24 1949
ENGINEER
COUNTY ROAD RELATIONS

NOTED
J. W. CATTRALL

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request $ ←

By D D Taylor

State Printing Dept. 27544

RECEIVED
JUL 5 1949
FOR FILING

1330 - 40021

3170

July 1, 1949

Rupert Construction Company and
Russell Olsen
7031 N. E. Halsey Street
Portland 16, Oregon

Gentlemen:

We enclose herewith a fully executed copy of contract No. 3170, which was mailed to you on June 9, 1949, by the State Highway Commission, covering oil mat surfacing on the Milton-Freewater Section of thirtain city streets in Milton and Freewater, Umatilla County.

An executed copy of the above contract is also being sent to the surety on your bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc
Enc.

Recorded 7-1-49

FORM E-BOX 19X 9-46 88204

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 16, 1949

SUBJECT:

To: Mr. S. H. Probert
Office

Attached is an unexecuted copy of an agreement with the City of Freewater covering improvements of Washington Street, Washington Street Connection and Walla Walla Street in the City of Freewater.

The original of this agreement has been retained in Mr. Glaisyer's office for the Commission'f files and one fully executed copy has been mailed to the City of Freewater and one to the Secretary of State.

L. H. Warfield
Staff Engineer

LHW/gd
cc: John Cattrall

RECEIVED
JUN 17 1949
ENGINEER
COUNTY & CITY RELATIONS

NOTED
J. W. CATTRALL

NOTED
Harold C. Ayers

Umatilla 6/2/49

AGREEMENT

THIS AGREEMENT, made and entered into this 6th day of June, 1949, by and between the STATE OF OREGON, by and through its State Highway Commission, hereinafter referred to as the "State," and the CITY OF FREEWATER, OREGON, a municipal corporation, acting by and through its City officials, hereinafter referred to as the "City;"

W I T N E S S E T H :

RECITALS:

1. The City and the State entered into an agreement dated October 13, 1948, and accepted by the State on November 3, 1948, for the improvement of Washington Street, Washington Street Connection, and Walla Walla Street in the City of Freewater.

2. Paragraph 6 of the said agreement provides that the City shall contribute the sum of Eight Thousand Seven Hundred Fifty and No/100 ($8,750.00) Dollars as its share of the construction costs, and paragraph 8 of the said agreement provides, among other things, that the City shall pay to the State the said sum of Eight Thousand Seven Hundred Fifty and No/100 ($8,750.00) Dollars within ten days after demand of same by the State.

3. The State has made demand upon the City for payment of the said sum of Eight Thousand Seven Hundred Fifty and No/100 ($8,750.00) Dollars, and the City represents to the State that it is unable to pay the said sum because of lack of available funds.

Ellsworth 6/1/49

4. The City desires that the street improvement project be not delayed because of its inability to make immediate payment of the said sum of Eight Thousand Seven Hundred Fifty and No/100 ($8,750.00) Dollars, and has requested the State, and the State is willing, to advance and loan the said sum to the City, said loan and advancement to be accomplished by the State awarding a contract for the said project, and, in the first instance, paying all of the costs thereof, including the City's share of said costs pursuant to the aforesaid agreement.

5. The City desires to pay, and the State is willing to accept, payment of the said sum of Eight Thousand Seven Hundred Fifty and No/100 ($8,750.00) Dollars, as hereinafter provided, by the City assigning to the State funds to be allocated to the City under the terms of Chapter 425, Oregon Laws, 1947, as amended by Chapter 149, Oregon Laws, 1949.

NOW, THEREFORE, the premises being in general as stated in the foregoing recitals, it is hereby mutually agreed by and between the City and the State as follows:

1. State shall, as soon as practicable, award a contract for the improvement of Washington Street, Washington Street Connection, and Walla Walla Street in the City of Freewater, pursuant to the aforesaid agreement dated October 13, 1948, and shall in the first instance pay all costs of said project, including the City's said share.

2. The City does hereby assign to the State and requests and directs the Secretary of State to credit to the State Highway Fund the sum of Eight Thousand Seven Hundred Fifty and No/100 ($8,750.00) Dollars from funds to be allocated to the City under the terms of Chapter 425,

Oregon Laws, 1947, as amended by Chapter 149, Oregon Laws, 1949; the said assignment of said funds to the State shall be limited to fifty (50) per cent of the sum accrued and payable semiannually to the City, and said assignment shall be effective immediately upon execution of this agreement with respect to all future funds to be allocated to the City under the terms of Chapter 425, Oregon Laws, 1947, as amended by Chapter 149, Oregon Laws, 1949, until such time as there has been credited to the State the said sum of Eight Thousand Seven Hundred Fifty and No/100 ($8,750.00) Dollars.

3. A copy of this agreement shall be delivered to the Secretary of State and shall constitute his authority to withhold from the City and credit to the State the main sum of Eight Thousand Seven Hundred Fifty and No/100 ($8,750.00) Dollars, as hereinbefore provided.

IN WITNESS WHEREOF, the parties hereto have hereunto set their hands and affixed their seals this the day first above written.

ATTEST:

/s/ H.B. Glaisyer
Secretary

APPROVED:

Asst State Highway Engineer

APPROVED:

Chief Counsel

STATE OF OREGON, by and through its State Highway Commission

By _____
Its Chairman

/s/ By Ben P. Chandler
Its Commissioner

/s/ By Chas. H. Reynolds
Its Commissioner

State

CITY OF PRINEVILLE, OREGON, a municipal corporation

By H. S. Murray
Mayor

By Corinne C. Rudell
Recorder

City

Contract
6/1/49

RECEIVED
JUN 14
FOR FILING
3-(400-
317

June 14, 1949

Corrine E. Russell
City Recorder
City Hall
Freewater, Oregon

Dear Madam:

We are enclosing herewith, for your records and files, a fully executed copy of an agreement between the State Highway Commission and the City of Freewater, covering the improvement of Washington Street, Washington Street Connection and Walla Walla Street in the City of Freewater.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
encl. 1

RECEIVED
JUN 14 1949
FOR FILING
220-4002
3170

June 14, 1949

REGISTERED MAIL

Morrison & Fisher
P. O. Box 82
Walla Walla, Washington

Gentlemen:

On May 17 you submitted with your proposal Cashier's Check No. 38989 in the amount of $1,500 for work on Davis Street in Milton and on Washington Street in Freewater.

As the contract has now been fully executed for this job we are returning your check herewith.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md
Enc.

RECEIVED
JUN 14 1949
FOR FILING

22-1402
317

Salem, Oregon
June 14, 1949

Mr. R.H. Baldock

Attached hereto, for further handling by you are two unexecuted copies of an agreement with the City of Freewater covering improvement of Washington Street, Washington Street Connection and Walla Walla Street in the City of Freewater.

The original of this agreement has been retained in this office for the Commission's files and one fully executed copy has been mailed to the City of Freewater and one to the Secretary of State.

Secretary

rn
attach: 2

RECEIVED
AUG 5 1949
FOR FILING

AGENDA
JUN 27 1949

330-40023
3170

June 9, 1949

Re: Contract No. 3170

Newport Construction Company &
Russell Olson
7031 N. E. Halsey St.
Portland 16, Oregon

Gentlemen:

The State Highway Commission has today awarded to you the contract for the Milton-Freewater Surfacing and Oiling Project on Davis Street in Milton and on Washington Street in Freewater, Umatilla County, Oregon. This award was based on your low bid of $84,059.00, submitted on May 17, 1949. This is in confirmation of my telegram to you on this date.

Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

by

cc - H. C. Smith
Goldie Lewis
R. H. Probert
L. R. White, Asst. Commissioner
State Industrial Acc. Comm.

Set up

S+C

FULL RATE TELEGRAM		SERIAL	
DAY LETTER		NIGHT LETTER	

WESTERN UNION

1208

JOSEPH L. EGAN, PRESIDENT

INTERNATIONAL SERVICE

Check the class of service desired; otherwise this message will be sent at the full rate

FULL RATE		DEFERRED	
CODE		NIGHT LETTER	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
June 9, 1949
10:00 A.M.

Newport Construction Company &
Russell Olsen
7032 N. E. Halsey St.
Portland, Oregon (16)

State Highway Commission awarded you today contract for surfacing and oiling project on Davis Street in Milton, and Washington Street in Freewater, Umatilla County, Oregon, based on your low bid submitted May 27, 1949. Contract forms follow shortly.

H. B. Glasgow, Secretary
OREGON STATE HIGHWAY COMMISSION

A NEW CURTIS SERVICE

Telegraph your order for America's favorite magazines—HOLIDAY, 1 yr., $5 • the Post, 1 yr., $6 • LADIES' HOME JOURNAL, 1 yr., $3. All prices U. S. only. No charge for wire. Pay Western Union clerk for subscription or when billed by publisher.

Publisher will, on subscriber's request, refund full amount paid for copies not previously mailed. Prices subject to change without notice.

June 2, 1949

Mr. H. S. Murray
Mayor, City of Freewater
Freewater, Oregon

Dear Sir:

As agreed in your conference with Mr. Williams, Assistant State Highway Engineer, on June 1, I am enclosing five copies of an agreement to be adopted by the City Council.

This agreement provides for the withholding of 30% of all future State Tax Street Fund allocations to the City of Freewater until such time as a total of $8,750 has been withheld.

It is urgent that this agreement be adopted and all five signed copies be returned to this office. Award of the contract is being held pending return of the signed agreements.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Acting Engineer,
County and City Relations

JWC:MM
Encl.

NOTED
Harold C. Ayers

May 18, 1949

Mr. Hugh S. Murray, Mayor

Prineville, Oregon

Dear Sir:

On May 17, the Highway Commission received a satisfactory bid on the Washington Street, Washington Street Connection, and Wells Wells Street project in the City of Prineville.

A duly executed agreement by the City of Prineville and the State Highway Commission, dated October 13, 1948, provides that the City will contribute $8,750 ten days after demand on the share of the construction cost. Award of the contract is being held pending receipt of the above sum. Please make my check or warrant payable to the Oregon State Highway Commission.

Under separate cover we are [redacted] a set of plans for the City's records.

Very truly yours,

R. H. Baldock
State Highway Engineer

NOTED
J. W. CRITCHLOW

By

W. C. Williams
Assistant State Highway Engineer

NOTED
Harold C. Ayers

JFH:MK
cc: Corinne F. Russell,
City Recorder, Prineville

SUMMARY OF BIDS RECEIVED

Project Milton (Davis St.) and Freewater (Washington St) Section F. A. Project No. #

Highway City Streets Engineer's Estimate ~~[illegible]~~

County Umatilla Date Bids Received May 17 1949

Name and Address of Bidder	Amount of Bid
1= Maynard Cook Co. Russell Olsen Ford	$ 24,059.00
2= Morrison & Fisher Walla Walla	27,493.50

Authorization

1. Contract amount	$ 24059.00
2. Anticipated Add. items:	
Reconstr. Bridges	6000 -
Aggregates	1200 -
State force landscaping	
Subtotal, Items 1 to 2	$ 31259.00
3. Cont. & Engr. (10%)	3125.90
Subtotal, Items 1 to 3	$ 34384.90
4. Credit for maint. rock	
Net authorization, Constr.	$ 34384.90
5. Rights of way	-
6. Survey	900 -
Net authorization, Constr.	

Engineer's Recommendation

Asst. State Highway Engineer

Name and Address of Bidder	Amount of Bid
1- Newgard Const. Co. Russell Olson Rpt.	$ 34,059.00
2- Morrison & Fisher Walla Walla	37493.50

Authorization		Engineer's Recommendation
1. Contract amount	$ 34059.00	
2. Anticipated Add. items:		
Reconstr. Bridges	600 -	
Aggregates	1200 -	
State force landscaping		
Subtotal, Items 1 to 2	$ 31259.00	
3. Cont. & Engr. (10%)	3125.90	
Subtotal, Items 1 to 3	$ 34384.90	
4. Credit for maint. rock		
Net authorization, Constr.	$ 34384.90	
5. Rights of way	-	
6. Survey	800 -	
Net authorization, Constr. R. of W. and Survey	$ 35184.90	Asst. State Highway Engineer
Additional contracts required:		State Highway Engineer
Expected ultimate cost	$ 35184.90	District Engineer, P. R. A.

May 14, 1948

Mr. G. S. Vergeer
City Manager
Milton, Oregon

Dear Mr. Vergeer:

The contemplated improvement of Davis Street between First and Second Streets in the City of Milton involves a decided change in grade.

In order to protect the city government and the State Highway Commission, it is desirable for the city council to establish the new grade elevations by resolution or by an ordinance adopted by the city council.

Enclosed are three copies of a description of the center line subgrade (U.S.C.S. datum), prepared from the location profile submitted by our Division Engineer's office. Under separate cover, we are also forwarding two prints of the location profile with the elevations shown in orange pencil.

The description is for use in your resolution or ordinance for establishing the grade. The profile is for your consideration.

We would appreciate a copy of the resolution or ordinance when passed by your city council.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

C. H. Armstrong
Engineer, County and City Relations

JFH:me

Encl.

CITY OF MILTON

DAVIS STREET BETWEEN 1ST STREET AND 2ND STREET

Description of center line subgrade (U.S.C.S. datum):

Beginning at elevation 1139.50, at highway engineer's survey station 0+60, 30' northerly and westerly from the center line of 1st Street, where the same is intersected by the center line of Davis Street; thence to elevation 1129.70, at highway engineer's survey station 2+00, 170' northerly and westerly from the center line of 1st Street, where the same is intersected by the center line of Davis Street; thence on a 200' vertical grade curve to elevation 1122.45, at highway engineer's survey station 4+00, 15.79' southerly and easterly from the center line of 2nd Street, where the same is intersected by the center line of Davis Street; thence to elevation 1122.41 at highway engineer's survey station 4+15.79, at the center line of 2nd Street, where the same is intersected by the center line of Davis Street.

5-12-48

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
April 28, 1949

SUBJECT:

RECEIVED
MAY 2 1949
ENGINEER
COUNTY & CITY RELATIONS

To: Mr. John W. Cattrall
Acting Engineer, County & City Relations
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

In response to the request in your letter of April 19, 1949, we had Resident Engineer Hodge discuss the right of way situation, City of Freewater Project, with H. S. Murray, Mayor of Freewater. A copy of Mr. Hodge's report is attached hereto.

Evidently everything will be in the clear by the time the bids are open for the project. We will, however, follow up on the deed recording and removal of the buildings, except greenhouse, and advise you by May 15th.

Very truly yours,

E. F. CHIDSEY
Division Engineer

By

C. D. Cannon
Office Engineer

CDC/hw
cc - H. G. Smith
W. S. Hodge

FORM E-30 35M 8-40 22304

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Pendleton, Oregon
April 26, 1949.

SUBJECT: Washington Street
Freewater, R/W.

To:

Mr. E. F. Chidsey,
Division Engineer
Oregon State Hwy. Comm;
La Grande, Oregon.

Attention: Mr. C. D. Cannon

COPY

Dear Sir:-

In answer to your letter of April 22, and your phone call of yesterday, I went to Freewater to-day and talked to Mr. Murray, and submit the following information. With this information and promises I would say that nothing need be in the way for advertising for bids for the May meeting.

There is a small green-house building which extends onto the 30 foot R/W for 3 of 4 feet at about the middle of the Claude O. Botorf property, he has signed the deed for the extra R/W with the understanding that he will move the building off the R/w in the fall after the season is over. The building will not interfere with construction. The 30 feet referred to is half of the total R/W, or 60 feet.

On the West end of lot 13 block 57 there is a small garage which should be moved off the R/W and the mayor, Mr. Murray told me they would have the building moved off by May 15th.

On the East end of lot 16 block 57 there is also a small garage which should be moved and Mr. Murray said it would be moved by May 15.

The deeds have not yet been recorded but Mr. Murray said he would have them recorded by May 5th.

Very truly yours,

/s/ W. S. Hodge
W. S. Hodge, Res. Engr.
Pendleton

RECEIVED
MAY 2 1949
ENGINEER
COUNTY & CITY RELATIONS

NOTED
Harold C. Ayers

Salem, Oregon
April 19, 1949

Mr. E. F. Childers
Division Engineer, Division No. 5
State Highway Department
La Grande, Oregon

Dear Sir:

Enclosed is a copy of a letter from the mayor of Freewater which is a reply to our query of April 8 regarding the status of their right of way purchases.

Will you please have someone check with Mr. H. S. Murray, the mayor of Freewater, relative to the moving of buildings as he has requested.

The Construction Department would like to call for bids on this project at the May meeting of the Highway Commission. The question arises as to what interference, if any, might be caused the contractor due to the city's moving operations. Please advise as to the location of the buildings and possible interference in order that the specifications may be written accordingly.

In the matter of the recording of the deeds, we would appreciate a final check to determine whether or not the deeds have actually been recorded.

Very truly yours,

John W. Cattrall
Acting Engineer,
County and City Relations

JWC:lbl
Encl.

cc: Mr. H. G. Smith

NOTED
JOHN W. CATTRALL

NOTED
JOHN W. CATTRALL

CITY OF FREEWATER

UMATILLA COUNTY

OREGON April 11th, 1949

RECEIVED
APR 18 1949
LEGAL DEPT.

Oregon State Highway Commission-

Salem, Oregon.

Gentlemen: Attention Forrest Cooper:

Relative to your letter of Jan- 18th 1949 also April 8th,1949, will say that we have finally been able to get the rights of way cleared up and are now in position to have the matter carried along to the end that Washington-Walla Walla-Adams Street connection with the New State Highway may now be taken care of- The Easements deed will all be recorded now in the new few days, so feel safe in advising that it will be in order for you to advertise for bids for the project in the May meeting, and will appreciate having the work started and completed soon as possible.

When you have an Engineer in the district, will be glad to discuss some matters relative to what buildings that will need to be moved back away from ### Washington street to make room for the project.

Very truly yours,

CITY OF FREEWATER,

By E. E. Murray Mayor.

M

RECEIVED
APR 18 1949
ENGINEER
COUNTY & CITY RELATIONS

FORM E-20 10M 12-48 27060

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 9, 1949

SUBJECT:

RECEIVED
MAR 10 1949
ENGINEER
COUNTY & CITY RELATIONS

To: Mr. Forrest Cooper
County & City Relations Engineer
S i g n B u i l d i n g

Dear Sir:

Preliminary estimates for the structures on Washington Street in Freewater, Umatilla County, have been prepared. A new structure over the Little Walla Walla River will cost about $8,500. It does not appear to be satisfactory to attempt to widen the present bridge. The adjoining structure over the tail race will cost about $7,800, while the 10' x 6' culvert carrying the Hudson Bay Canal will cost about $4,900. We have assumed that the road can be closed so it will not be necessary to build detour bridges. No vicinity maps are available and if you contemplate building these structures within the near future, we should like to be informed so that we can get the maps and prepare the designs.

Yours very truly,

O A Chase

O. A. Chase
Bridge Designing Engineer

OAC BD

NOTED
JOHN W. CATTRALL

Freewater —

Original Estimate

Total Contract Items	$ 21,290
Less Br. & R.C.B.C. Items	7180
Total Road Work Items	$ 14,110
Pluss New Br. & R.C.B.C. Est.	21,200
Revised Total Contract Items	$ 35,310
Plus 10% Engr. & Cont.	3530
Plus Prelim. Engr. (est.)	910
Revised Total Estimate	$ 39,750
City Contribution	8,750
Revised State share	$ 31,000

Revised State share	$ 31,000
Original " "	15,750
Difference	$ 15,250
1948 Surplus Approx.	$ 13,000
	$ 2,250 = Approx. amount necessary to charge against 1949 Fund.

In addition all of Scappoose, Willamina, & Waldport would have to be charged against 1949.

J. F. N 3/10/49

		State Funds
		$
1948	Projects (incl. revised Fruitwater)	253,250
1949	Projects Approved to Date)	216,200
	(Includes Willamina, Coldport, Scappoose)	
	Total	468,450
	Reserve	31,550
	Total 1948-49	$ 500,000

J. F. H. 3-10-49

January 18, 1949

Mr. Hugh S. Murray
Mayor, City of Freewater
Freewater, Oregon

Dear Sir:

Under separate cover we are forwarding to you right of way descriptions and prints covering extra right of way needed for the Washington Street, Washington Street Connection and Walla Walla Street project in the City of Freewater.

You will now be able to go ahead with the acquisition of this needed right of way. When the City has completed these right of way transactions, please notify this office so that we can schedule the project for contract.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

Forrest Cooper
Engineer, County and City Relations

JWH:MK

NOTED
Herald 3

NOTED
JOHN W. CATTANACH

FORM E-20K 10M 8-47

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 16, 1948

SUBJECT:

To: Mr. K. G. Smith
Office

Attached are three copies of the Optimum for Cooperative Construction Project in the City of Freewater, which project was approved by the State Highway Commission at its meeting on November 5, 1948. One copy has been sent to the City of Freewater and one copy has been retained in Mr. Glaisyer's office for the files of the Commission.

L. H. Warfield

L. H. Warfield
Staff Engineer

LHW/gl

cc: 1 Prebert
1 Cooper
1 files

NOTED
FORREST COOPER

RECEIVED
NOV 17 1948
ENGINEER
COUNTY & CITY RELATIONS

NOTED
JOHN W. CATTRALL

NOTED
Harold C. Ayers

OFFER FOR COOPERATIVE CONSTRUCTION PROJECT

(CITY OF FREEWATER)

In consideration of the preliminary plans, surveys and studies by the State of Oregon, by and through its State Highway Commission (hereinafter referred to as "State"), relating to the improvement, construction, reconstruction, maintenance or repair of the following described street or streets not a part of the state highway system:

> Washington Street, from the intersection of Washington and Depot Streets to the intersection of Washington and Walla Walla Streets; Washington Street Connection, from Washington Street to Walla Walla Street; and Walla Walla Street from the intersection of Walla Walla Street and Washington Street Connection to the intersection of Walla Walla and Adams Streets; the approximate total length of the above described portions of Washington and Walla Walla Streets and Washington Street Connection being 3,000 lineal feet;

all said streets being within the corporate limits of the City of Freewater, and receiving excessive wear through heavy and unusual industrial traffic, and in further consideration of the benefits and advantages which the governing body of the City of Freewater feels will inure to the City of Freewater (hereinafter referred to as "City"), should a project be undertaken for the construction and improvement of said street or streets, and as an inducement for the State to allocate to City funds from the sum of Two hundred fifty thousand and no/100 ($250,000.00) Dollars withdrawn from the appropriation to the several cities for the year 1948 and set up in a separate account under the provisions of Section 3 of Chapter 425, Oregon Laws 1947, City does hereby offer to State, and if State should accept the within offer, agrees to cooperate in a project for the improvement, construction or repair of said street or streets upon the following terms and conditions:

1. PROJECT: The project shown upon the attached map marked "Exhibit A" and by this reference made a part hereof, shall consist of the following things to be done by State:

(a) Widen Washington Street from the intersection of Washington and Depot Streets to the intersection of Washington Street and Washington Street Connection, colored in red upon Exhibit A, by placing base materials and grading to a width of twenty-eight (28) feet and surfacing with O-11 oil macadam pavement for a width of twenty-four (24) feet.

(b) Construct Washington Street from the intersection of Washington Street and Washington Street Connection to the intersection of Washington and Walla Walla Streets, colored in green upon Exhibit A, twenty-eight (28) feet in width and surface with O-11 oil macadam pavement for a width of twenty (20) feet.

(c) Surface the entire length of Washington Street Connection, colored in blue upon Exhibit A, with O-11 oil macadam pavement for a width of twenty (20) feet.

(d) Surface Walla Walla Street from the intersection of Walla Walla Street and Washington Street Connection to the intersection of Walla Walla and Adams Streets, colored in yellow upon Exhibit A, with O-11 oil macadam pavement for a width of twenty (20) feet.

(e) Rebuild and widen the present bridge on Washington Street over the Hudson Bay Ditch, at a point marked "X" upon Exhibit A.

(f) Rebuild and widen the present bridge on Washington Street over Little Walla Walla River, at a point marked "Y" upon Exhibit A.

(g) Construct a suitable box culvert where Hudson Bay Ditch passes under Washington Street, at a point marked "Z" upon Exhibit A.

2. RIGHT OF WAY AND EASEMENTS: City shall provide, without cost to State, all necessary or proper rights of way, clear of buildings and other structures, and easements for the project, and shall save harmless the State of Oregon, the State Highway Commission and members thereof, officers, employees and contractors from all claims arising out of acquisition, appropriation and use of said right of way and easements in

the construction of this project.

3. UTILITIES, RELOCATION: City shall, at its sole cost, relocate or reconstruct, or cause to be relocated or reconstructed, all water, sewer, gas, electric or other utility conduits or poles now within the street or streets, in conformity with the proposed plans and ultimate requirements of the project.

4. CONSTRUCTION: State shall, when in its judgment the public interest would be best served thereby, by contract, or other means, in its discretion, construct or reconstruct the said street or streets. Upon the completion of the project, the City shall assume the maintenance of the street or streets. It is recognized by City that the State's participation in the project is as a means of aiding the City, and shall, in no manner be construed as an assumption of jurisdiction over said street, or an assumption of maintenance thereof.

5. COMMENCEMENT AND DESIGN: The date upon which the construction of the project shall commence, the design of the street or streets, and all other construction details shall be committed exclusively to the jurisdiction, discretion and judgment of the State.

6. APPORTIONMENT OF COSTS OF CONSTRUCTION: The cost of the construction shall be borne by State and City, as follows:

(a) City shall contribute the sum of Eight thousand seven hundred fifty and no/100 ($8,750.00) Dollars as its share of the construction cost.

(b) State shall contribute, as its share of the construction cost, all of the cost of the construction of the project over and above the sum of Eight thousand seven hundred fifty and no/100

($8,750.00) Dollars contributed by City. It is estimated that the State's share of the construction cost will be Fifteen thousand seven hundred fifty and n) ($15,750.00) Dollars, but the actual cost, in excess of the said sum contributed by City, shall govern.

7. City agrees that the amount expended by State as its share of the within project, shall be deemed an allocation and distribution to the City within the meaning of Section 3 of Chapter 425, Oregon Laws 1947.

8. City represents that it has funds immediately available for the procurement of right of way and for the discharge of each and all obligations of City contained herein, and City shall pay to State the sum of Eight thousand seven hundred fifty and no/100 ($8,750.00) Dollars within ten (10) days after demand of same by State.

9. City agrees, upon execution of this agreement, that when any changes are made in existing street grades, it shall proceed to establish the street grades as revised, in accordance with the city charter and city ordinances.

State shall have the irrevocable right to exercise or accept the within offer for a period of sixty (60) days from the date hereof. State may accept the offer herein by the passage of a resolution accepting said offer, and by notice of such resolution given over the signature of its secretary and addressed to the City and its governing body.

Regardless of any act or acts of its officers, agents or employees, State shall be under no obligation to City until such time as it has formally accepted the within offer.

Dated this 13 day of October, 1948.

APPROVED:

Chief Counsel, Oregon State Highway Commission

CITY OF FREEWATER, by its governing officers,

By H. L. Murray
Mayor

By Corinne E. Rudsell
Recorder

APPROVED:

Asst State Highway Engineer

Accepted by Oregon State Highway Commission November 3, 1948
(Date)

Notice given to City November 15, 1948
(Date)

APPROVED BY HIGHWAY COMMISSION
DATE November 3, 1948
Secretary

FREEWATER

Scale 1"=800'

Freewater
350,000 Bond
(1948)

CITY OF FREEWATER

UMATILLA COUNTY
OREGON 10/14/48

Oregon State Highway Commission-

Salem, Oregon.

Gentlemen: Attention Forrest Cooper, Engineer, County and City Relations:

Your letter of the 4th- Our Council met last evening and authorized the signing of the contract or Option For Cooperative Construction Project with the City- and wish to advise that the eight copies have been signed and all of the same are being sent to you herewith.

The Council wishes to advise that they are very glad to cooperate with the Commission to the end that the improvement may be completed as soon as possible- The City is working on a fiscal year July 1st, to June 30th- and in their budget covering period July 1st, 1948 to June 30th, 1949 there is a considerable amount to cover street improvement which can be used in the work in question, but it will likely be around Jan'y 1949 before this fund is available.

The City is anxious to get started on the preliminary work and as soon as the survey is made- the City will attempt to get the right of way taken care of. They have already worked on this matter and find it necessary to have the survey so that the abuting property owners can determine just where the road or street would be in relation to their property and especially buildings.

Anything that the City can do to cooperate in the matter, they are very willing to take care of and await your commends.

Very truly yours,

M

H.S.MURRAY.
Mayor

NOTED
FORREST COOPER

NOTED
J.F. HAGEMANN

RECEIVED
OCT 15 1948
ENGINEER
COUNTY & CITY RELATIONS

NOTED
Harold C. Ayers

Freewater
$250,000 Fund
(1948)

October 4, 1948

Mr. H. S. Murray, Mayor
Freewater, Oregon

Dear Sir:

I am enclosing, for adoption by the city council, eight copies of an Option for Cooperative Construction Project, which we have prepared in connection with the proposed cooperative project in Freewater from the $250,000 special State Tax Street Fund.

I would appreciate it if this agreement could be presented to the city council for adoption as early as possible, and after it has been signed by the mayor and recorder, all eight copies should be returned to me.

After the agreement has been approved by the Highway Commission, an executed copy will be returned to the City of Freewater for its records.

We will make every effort to get this project underway as soon as possible.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

Forrest Cooper
Engineer, County and City Relations

mm

Encl.

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

NOTED
JOHN W. CATTRA

9-13-48 Erosion $ 50,000 1948

NOTED C. H. ARMSTRONG

NOTED Harold C. Ayers

PRELIMINARY ESTIMATE

FREEWATER COOPERATIVE PROJECT

1948-1949

Length of Project - 0.57 Mile

	Item	Unit	Quan.	Unit Cost	Total
1.	Clearing and Grubbing	All	100%	Lump $200.00	$ 200.00
2.	Structural Excavation	Cu. Yd.	100	3.00	300.00
3.	General Excavation	Cu. Yd.	1,000	2.00	2,000.00
4.	Finishing Roadbed and Slopes	Mile	0.57	400.00	228.00
7.	18" Corrugated Metal Siphon Pipe	Lin. Ft.	40	3.75	150.00
8.	10'x5' R.C.B.C. - 40' Long	All	100%	Lump	3,062.00
9.	Selected Roadbed Topping in Place (0.39 mi.)	Cu. Yd.	2,940	1.25	3,675.00
10.	16' and 20' Tbr. Span - Extend and Redeck	All	100%	Lump	4,118.00
12.	3/4" - 0" Leveling Course	Cu. Yd.	744	4.00	2,976.00
13.	Sprinkling	M-Cals.	77	5.00	385.00
14.	Raise Manholes	Each	6	25.00	150.00
15.	Prep. of Base	Mile	0.57	300.00	171.00
16.	Furnish and Place Asphalt 121-150	Ton	36	50.00	1,800.00
17.	Furnish and Place Aggregate	Cu. Yd.	415	5.00	2,075.00
				Total	$21,290.00
				Plus 10% Engr. & Cont.	2,129.00
				Plus Preliminary Survey (Est.)	1,000.00
				Total Using 0-11	$24,419.00
				City Contribution	8,750.00
				Net State Share	$15,669.00

9-13-48

NOTED JOHN W. CATTRALL

[illegible], Umatilla County, [illegible]

- Description of Corporate Limits
Records at Ref 14-4-167

Beginning at the center of Section 2, T. 5 S., R. 33 E., W. M., thence west following the north line of the City of Milton in Umatilla County, Oregon, to a point 50 feet north of the center of the O. R. & N. Co.'s right of way on the channel of the Little Walla Walla River; thence upon said channel to the west line of Cleveland Street in the said City of Freewater, Oregon; thence east along said north line of Cleveland Street to the northeast corner of what is known as the Wm. F. Gu le Lone tract of land; thence south along the east line of said tract of land to the south line of Lincoln Street in the City of Freewater, Oregon; thence along the south line of said Lincoln Street to the easterly line of the Berger Ditch; thence in a northerly direction to the south line of the Berger Ditch tract of land; thence east and south following the eastern boundary of said land to the right of way of the O. R. & N. Co.; thence north along said line to the north side of Berger Street in said City of Freewater, thence east 200 feet along said Berger Street; thence north to the north boundary line of said City of Freewater; thence east along said boundary line a- bout one mile to a point 50 rods west of the northeast corner of Section 2, T. 5 S., R. 33 E., W. M.; thence south about 212 rods to the northeast corner of the J. E. Wilson tract of land; thence east about 80 rods to the Milton City limit thence north along said line to the place of beginning the said boundaries now existing around the said city of Freewater.

Irrigation
$250,000 Special
State Gas Tax

Salem, Oregon
September 10, 1948

Mr. J. H. Devers
Chief Counsel
Salem, Oregon

Dear Sir:

Irrigation I am enclosing a suggested agreement between the City of Lakeview and the State Highway Commission for a project which we intend to construct later in the year from the $250,000 special State Tax Street Funds.

Under this agreement it is proposed that the city will pay $8,750 as its share of the cost, and the State shall assume all additional costs relating to the contract. This, if you will remember, I discussed with you a few days ago. It also has the approval of Mr. Williams.

Will you please confirm this agreement, or rewrite it to your satisfaction. If the agreement is rewritten, will you please send me eight copies.

Very truly yours,

C. H. Armstrong
Engineer, County and City Relations

CHA:ms

Encl.

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

NOTED
JOHN W. CATTRALL

1948 - $250,000 Allocation

OPTION FOR COOPERATIVE CONSTRUCTION PROJECT

(CITY OF FREEWATER)

In consideration of the preliminary plans, surveys and studies by the State of Oregon, by and through its State Highway Commission (hereinafter referred to as "State"), relating to the improvement, construction, reconstruction, maintenance or repair of the following described street or streets,

Main Street, from Parallel to Walla Walla Street
Washington Street, from ~~Railroad~~ Street to Oregon-Washington Highway
The approximate length being 2,640 lineal feet

all being within the corporate limits of the City, and in further consideration of the benefits and advantages which the governing body of the City of Freewater feels will enure to the City (hereinafter referred to as "City"), should a project be undertaken for the construction and improvement of said street or streets, and as an inducement for the State to allocate to City, funds from the $250,000 appropriation under the provisions of Chapter 425, Oregon Laws 1947, City does hereby offer to State, and if State should accept the within offer, agrees to cooperate in a project for the improvement, construction or repair of said street or streets on the following terms and conditions:

1. PROJECT: The proposed project is set forth on the City map attached hereto and by this reference made a part hereof, and shall consist of the following:

Widen Washington Street from present 18' to 28' - rebase entire street - rebuild two bridges
Construct B-11 bituminous macadam pavement, 7,040 sq. yds.
Main Street - place crushed rock surfacing
Construct B-11 bituminous macadam pavement, 24' in width

2. RIGHT OF WAY AND EASEMENTS: City will provide, without cost to State, all necessary or proper rights of way and easements for the project.

3. UTILITIES, RELOCATION: City shall, at its sole cost, relocate or reconstruct, or cause to be relocated or reconstructed, all water, sewer, gas, electric or other utility conduits or poles now within the highways or streets, in conformity with the proposed plans and ultimate requirements of the project.

4. CONSTRUCTION: State shall, when in its judgment the public interest would be best served thereby, by contract, or other means, in its discretion, construct or reconstruct the said street or streets. Upon the completion of the project, the City shall assume the maintenance of the street or streets. It is recognized by City that the State's participation in the project is as a means of aiding the City, and shall, in no manner, be construed as an assumption of jurisdiction over said street, or an assumption of maintenance thereof.

5. COMMENCEMENT AND DESIGN: The date upon which the construction of the project shall commence, the design of the street or streets, and all other construction details shall be committed exclusively to the jurisdiction, discretion and judgment of the State.

6. APPORTIONMENT OF COSTS: The cost of the construction shall be borne by State and City, as follows:

Items and estimated costs, City:

City to reshape and grade street
Place crushed rock surfacing
Furnish one-half of oil rock quantities
Construct two bridges

City is to reimburse State $7500 as their share of the construction costs

Total estimated cost $8,750.00

Should the project be undertaken, City shall construct or cause to be constructed, all items as listed under Article 6, Apportionment of Costs, Items and Estimated Costs, City. Such construction shall be a condition precedent to the State's performing any work or incurring any liability for this project.

Items and estimated costs, State:

Construct B-11 bituminous macadam Pavement 24' in width. Furnish one-half of oil rock quantities.

Total estimated cost ~~$5,600.00~~

In any event, City and State agree that the actual cost shall govern, and that the respective share of State and City shall be in the proportion that the above estimated costs bear to each other.

7. City agrees that the amount expended by State as its share of the within project, shall be deemed an allocation and distribution to the City within the meaning of Section 3 of Chapter 425, Oregon Laws 1947.

8. City's share of the cost of such project shall be payable to the State within fifteen (15) days after demand by the State. The City represents to the State that it has funds available and at its immediate disposal for such project in the amount of $1,250.00.

9. City agrees that it will upon the execution of this agreement, when any changes are made in existing street grades, proceed to establish the street grades as revised, in accordance with the city charter and city ordinances.

State shall have the irrevocable right to exercise or accept the within offer for a period of sixty (60) days from the date hereof. State may accept the offer herein by the passage of a resolution accepting said offer, and by notice of such resolution given over the signature of its secretary and adressed to the City and its governing body.

Regardless of any act or acts of its officers, agents or employees, State shall be under no obligation to City until such time as it has formally accepted the within offer.

Dated this 20th day of May, 1948.

CITY OF FREEWATER, by its governing officers.

APPROVED:

By _____
Mayor

Chief Counsel, Oregon State Highway Commission

APPROVED:

By Corinne E. Russell
Recorder

State Highway Engineer

Accepted by Oregon State Highway Commission _____.
(date)

Notice given to City _____.
(date)

HCA:me

5-10-48

FREEWATER

Scale 1"=800'

Freewater
$250,000 Bond
(1948)

CITY OF FREEWATER

UMATILLA COUNTY
OREGON Sept. 7th, 1948

C.H.Armstrong,

Care Oregon State Highway-
Salem, Oregon.

Dear Sir:

Thanks for your letter of the 2nd, and wish to say that the City Council will be advised of the proposed improvement from Robbins Street to Walla Walla St- and connecting with the New Highway at Adams St. and give matter of right of way immediate attention- Also, will confer with the Manager of the Hudson Bay Ditch Company with view of arranging for a more permanent crossing over their Ditch on Walla Walla Street, also discuss with him, matter of using part of the land along the South Side of Washington Street East of the crossing of the Little Walla Walla River. Also, will say that it may be a bit difficult to secure the Right of Way until it is determined just where the present right of way or street is located and thus ascertain just how the the abuting property will be affected. It may be that 50 feet will be about as much width as can be very well secured- but will be glad to work closely with your Department with view of getting a satisfactory width street since it is to be a permanent improvement and should be taken care of at this time.

Very truly yours,

M

CITY OF FREEWATER,
By H. F. Murray
Mayor-

NOTED
J. F. HAGEMANN

NOTED
JOHN W. CATTRALL

RECEIVED
SEP 9 1948
ENGINEER
COUNTY

NOTED
Harold C. Ayers

Irrigation
#250,000 Fund
(1948)

September 2, 1948

Mr. H. E. Murray, Mayor
Prineville, Oregon

Dear Sir:

It is planned to let the contract for the improvement of Washington Street and its extension to Walla Walla, also the diagonal section and Walla Walla to Adams Street, in your city, as early as all arrangements can be made.

The project is to consist of grading and surfacing, with an oil mat 24 feet in width. The two bridges now in place are to be widened to a 30-foot deck. A concrete box culvert 10 feet wide and 5 feet deep is to be used for the new crossing of the Hudson Bay Ditch.

It is understood you are to obtain the additional right of way, making Washington Street 60 feet wide instead of 30 feet, as it now is. You are to arrange with the Hudson Bay Ditch Company for the placing of a 5'x10' box culvert at the new crossing of Washington Street, and the change of the ditch alignment to reduce the angle of crossing and provide for more room for the highway improvement along the south side of Washington Street. The descriptions of the additional property needed and the information on the ditch and crossing will be furnished to you as early as the survey can be completed.

I am writing this so that you will understand definitely what we have in mind, and probably you can get some of the ground work laid for the obtaining of the right of way and make arrangements with the ditch company by the time we are able to get the descriptions.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

NOTED
J. F. HAGEMANN

NOTED
Harold C. Ayers

C. H. Armstrong
Engineer, County and City Relations

NOTED
JOHN W. CATTRALL

CHA:ms

cc Mr. H. G. Smith
Mr. E. F. Chidsey

P.S. We do not anticipate any change in the construction costs to you, other than the original plan. The project, however, will cost considerable more.

Freewater
250.000 MS

FORM E-50 10M 6-48 28429

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 1, 1948

SUBJECT:

To:

Mr. C. H. Armstrong
Maintenance Office Engineer
O f f i c e

NOTED

Dear Sir:

In compliance with your request for an estimate of culverts and bridges in the town of Freewater, I submit the following:

10'x5' RCBC - 40' Long	$3,062.00
16' Timber Span - 30' Roadway	1,929.00
20' Timber Span - 30' Roadway	2,189.00

#T18

#T18 Widening of present structure

These estimates are based on contract prices and do not include percentages for contingencies or engineering.

Very truly yours,

M. Stephenson

M. Stephenson
Assistant Bridge Engineer

MS/ds

#3380 over Chidsey ditch

RECEIVED
SEP 1 1948
ENGINEER
PROPERTY & CONSTRUCTIONS

NOTED
J. F. HAGEMANN

NOTED
JOHN W. CATTRALL

NOTED
Harold C. Ayers

Phone 59

Real Estate

H. S. MURRAY

INLAND GRAIN COMPANY

Grain, Peas, Feed and Hay

WHOLESALE

Freewater, Oregon 8/5/48

Mr. C. H. Armstrong-

Selem, Oregon.

NOTED
C. H. ARMSTRONG

Dear Mr. Armstrong:

When you were here- was unable to take sufficient time to go into the matter of street improvement to connect with the New Highway as thouroughly as I wanted to-

It seems that the Council does not have too well an understanding about the matter and as to the amount the City might be asked to contribute towards the improvement on Washington and other streets. It seems that when the contract was signed the Council did not have explained to them just what the liability of the City would be.

Should be up this way again soon, would be pleased to have the Council or Street Committee meet with you and go into the matter at some length.

Note that work on the new highway appears to be under way now.

Very truly yours,

H.S.MURRAY.

M

RECEIVED
AUG 9 1948
ENGINEER
COUNTY

NOTED
Harold C. Ayers

FORM E 20X 10M 11-47

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
July 23, 1948

SUBJECT:

RECEIVED
JUL 26 1948
ENGINEER
COUNTY & CITY RELATIONS

To:

Mr. H. G. Smith
Construction Engineer
Salem, Oregon

NOTED
C. H. ARMSTRONG

Dear Sir:

We received today, but have not had much of a chance to look it over, the following data on the State Tax Street Fund Project, Washington Street, Milton.

Storm water

100' - 1" Detail Map
1 Profile Tracing Cloth
1 Book of Field Notes
1 Pad of Traverse Sheets
1 Pad of Grade Sheets
1 Pad of Earth Work Sheets
1 Working Profile

NOTED
C. H. ARMSTRONG

We are attaching the estimate which amounts to some $14,000.00 including engineering. This however can be cut down some $4,000.00, if the city will pay for the construction of the bridge across the Hudson Bay Canal at Station 15 and pay for the widening of the present bridges.

We have not made up the Special Provisions, as it is our thought that these might be prepared in the Salem Office.

Very truly yours,

E. F. CHILDSEY
Division Engineer

By

NOTED
Harold C. Ayers

C. D. CANNON
Office Engineer

CDC:gb
cc: C. H. Armstrong

ESTIMATE OF COST

Washington Street - Freewater

Summary

NOTE: Length of Project 0.34 Mile

	ITEM	UNIT	QUAN=	UNIT COST	TOTAL	
1.	Clearing & Grubbing	All	100%	Lump	$ 200.00	200
2.	Structural Excavation	cu. yd.	56	$ 2.50	$ 140.00	300
3.	General Excavation	cu. yd.	400	$ 0.75	$ 300.00	2000
4.	Short Overhaul	yd. sta.	None	———	———	
5.	Long Overhaul	"C" yd. sta.	None	———	———	
6.	Finishing Roadbed & Slopes	Mile	0.34	$ 400.00	$ 136.00	
7.	18" Corrugated Metal Siphon Pipe	Lin. Ft.	40	$ 5.00	$ 200.00	150
8.	Class "A" Concrete Box	cu. yd.	3.0	$ 50.00	$ 150.00	306
9.	Selected Roadbed Topping in Place	cu. yd.	1250	$ 2.00	$2,500.00	+4800
10.	Lumber in Bridge	M.F.B.M	10	$ 200.00	$2,000.00	—
11.	Concrete Peds. for Bridge	Each	10	$ 30.00	$ 300.00	—
12.	3/4" - 0" Leveling Course	cu. yd.	340	$ 2.50	$ 850.00	+ 20
13.	Sprinkling	M. Gal.	10	$ 3.00	$ 30.00	+ 5
14.	Raise Manholes	Each	6	$ 25.00	$ 150.00	150
15.	Extend & Redeck Existing Bridges	Lump Sum	100%	Lump	$1,500.00	411
16.	Preparation of Base	Mile	0.34	$ 300.00	$ 102.00	+ 17
17.	Furnish & Place Asphalt	Ton	40	$ 40.00	$1,600.00	+ 150
18.	Furnish & Place Aggregate	cu. yd.	400	$ 4.00	$1,600.00	+ 225
19.	Furnish & Place Asphalt in Second Seal	Ton	5.5	$ 40.00	$ 200.00	+ 2
					$ 11,978.00	
				+ 6 % Engineering	718.68	
					$ 12,696.68	

Increase to $350 per Unit (1948)

Salem, Oregon
May 11, 1948

Mr. E. F. Chidsey
Division Highway Engineer
La Grande, Oregon

Dear Sir:

Reference is made to your letter of ~~May~~ April 28 to Mr. Collier and Mr. Collier's reply to you of May 5, with regard to the proposed project from the $250,000 fund for work in the City of Freewater.

The City of Freewater agreed to do all work required on the project, with the exception of the construction of an oil mat surface, and the work was understood to be completed by the city before any work is to be undertaken by the state.

An agreement with the City of Freewater is being prepared, and Mr. Ayers of this Department will take an agreement for the City of Freewater, for the City of Milton, and for Ontario, and call upon these people to get the agreements signed as soon as possible.

Mr. Ayers will also get in touch with you with regard to these agreements on his visit to these cities.

Very truly yours,

Oscar Cutler
Engineer, County and City Relations

OC:ms

cc Mr. E. A. Collier

466

Freewater
#250,000 Jund
(1948)

FORM H 90X 1M 11-47

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 5, 1948

SUBJECT:
Street Work - Freewater

To:

Mr. E. F. Chidsey
Division Engineer
Oregon State Highway Department
LaGrande, Oregon

Dear Sir:

Received your letter of April 28 about proposed street work in Freewater. Mr. Cutler advises that the city agreed to put the grade in shape, move the pole line back and strengthen the two bridges so that the state's work would consist of oiling only. Mr. Cutler will send you a copy of his estimate showing cost of work which state was supposed to do.

If you wish, he can send Mr. Ayers up there to talk to city officials with you or Mr. Parson.

Very truly yours,

E. A. Collier
Maintenance Engineer

EAC/hm
cc - Oscar Cutler

NOTED
J. F. HAGEMANN

NOTED
JOHN W. CATTRALL

RECEIVED
MAY 6 1948
ENGINEER
COUNTY & CITY RELATIONS

NOTED
Harold C. Ayers

Increases $250,000 Fund (1948)

FORM E 20X 1SM 11-47

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
April 28, 1948

SUBJECT:

To:

Mr. E. A. Collier
Maintenance & Equipment Engineer
Salem, Oregon

Dear Sir:

Yesterday Mr. Parson and myself went over the proposed street work in the City of Freewater, which work was to be done by State Force under the $250,000 emergency fund.

After a thorough investigation of the work on the gound we have come to the conclusion that our Maintenance Department is not equipped to handle the work this year. The street to be improved is at the present time badly torn up, as the City has just completed installing a sewer along this street.

In its present condition the street would require extensive grading, drainage, and complete rebuilding. Also involved are two bridges which will have to be rebuilt, two railroad crossings which will have to be matched for grade. All this work involving considerable excavation and grading.

On the north side of the street is a pole line which appears to be too far out in the street and would interfere greatly with reconstruction.

It would be my recommendation that the City be contacted and requested to do the grading, improving the bridges, after which the State could do the surfacing and oiling. As we do not have the equipment, personnel, or time to undertake the job in its present condition.

Very truly yours,

E. F. CHIDSEY
Division Engineer

NOTED
Harold C. Ayers

NOTED
JOHN W. CATTRALL

EFC/hw

H.C.A.

Milton
$250,000 Fund
(1948)

Salem, Oregon
March 30, 1948

Mr. H. G. Smith
Construction Engineer
Salem, Oregon

Dear Sir:

On March 1, Mr. Van Scoy addressed a letter to you with regard to your phone request to inspect with Mr. Vergeer, City Manager of Milton, the possibility of hauling waste material from the Milton-State Line construction project to a project proposed to be constructed with part of the $250,000 fund in south Milton.

While in La Grande last week, I saw Paul Van Scoy and talked with him about this. It was Mr. Van Scoy's idea that it would be better to keep the two projects separate, inasmuch as he has not received any reply from E. C. Hall Company as to whether or not they were in a position to haul the material with shovel and trucks, and Van Scoy was doubtful whether or not we could make any saving in the project proposed in south Milton.

I would suggest, therefore, that we forget the proposition of hauling material from the Milton-State Line Section to the project proposed in south Milton with state funds from the $250,000 allocation.

Very truly yours,

Oscar Cutler
Engineer, County and City Relations

OC:ma

FORM E-20X 10M 10-46

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
March 1, 1948

SUBJECT:

To:

Mr. H. G. Smith
Construction Engineer
Salem, Oregon

L

Dear Sir:

In complying with your phone request of a few days ago I inspected, with Mr. Vergoer, the street in Milton which is to be improved.

We will have sufficient waste material at the Railroad underpass at Station 110 to make the fill on this street. The haul, however, is about 1.6 miles and I would hesitate in making an agreement with the contractor if he performed the work with Tournapulls, for they are too heavy for hauling across Main Street in Milton. If the contractor completed the grading remaining with shovel and trucks then the project is feasable.

If you wish I will write Mr. Hall and inquire as to his plans. Since he has the Elgin-Boswell Ranch Contract it is possible that he may take out the remaining material at Milton with shovel and trucks.

Please advise.

Very truly yours,

Paul Van Scoy

PAUL VAN SCOY
Division Engineer

Smith wrote Van Scoy to get Price from Hall.

PVS/hw

cc - Oscar Cutler
W. S. Hodge

NOTED
J. F. HAGEMANN

RECEIVED
MAR 3 1948
ENGINEER
COUNTY & CITY RELATIONS

NOTED
JOHN W. CATTRALL

NOTED
Harold C. Ayers

L

Form 80

MILTON CITY

ELECTRIC AND WATER UTILITIES

Office of
CITY MANAGER

MILTON, OREGON

January 23, 1948

Ref. Mr. Cutler

State Highway Commission
Salem, Oregon

Gentlemen:

Some time ago two representatives from your office visited Milton to investigate eligibility of a local project to be improved under funds set aside for improvements of streets receiving excess wear as a result of sudden changes in population or other causes.

In this connection these gentlemen requested this office to provide them with an estimated cost of obtaining up to 5000 yards of fill material. I am happy to advise this committee that we have been assured of 5000 cubic yards of gravel fill in place at a cost of 80 cents per yard. This information was desired to complete the estimate of an improvement project under consideration.

I regret having mislaid the names of the gentlemen being referred to in this letter, but trust it will be given to the proper authority.

Very truly yours,

CITY OF MILTON, OREGON

G. S. Vergeer,
City Manager

GSV em

NOTED
J. F. HAGEMANN

RECEIVED
JAN 26 1948
ENGINEER
[illegible]

NOTED
Harold C. Ayers

RECEIVED
JAN 26 1948
OREGON
STATE HIGHWAY COMMISSION

Sheet ____ of ____

OREGON STATE HIGHWAY DEPARTMENT

Department of County and City Relations

ROAD LOG DATA SHEET

1000' haul for 4000 cuyds for 6 months contract is now on at Dallas and also Falls

Location Milton Logged by _____ Car No. _____

Road or Street Davis St. (New) Recorder Fox

Date 1-6-49 Weather Heavy Fog Wet Project 250,000 Fund (FE)

M. P.	Location	Length	Width	Type	Condition	Remarks
						480
	45 Junction					50
	Fire Protection					27)2400(900
	Services					243
						90
						130
						15
						65
	6' cut for 80'	900 yds				3)130
	15' fill for 130'	50' wide				195
	4' fill for 100'					27)5127.000(4704
	"					108
	Approx Total distance 350					190
						189
						100
	City has spent all taken money on sewers + water and streets					
	Approx $10,000					350
						230
						120

INFORMATION AND ESTIMATE FORM

YEAR 1948

STATE TAX STREET FUND (1947 ACT - $250,000)

City Milton

Streets Proposed for Repair or Maintenance: Second street between Main and Davis Streets; Davis Stred between First and second streets

Type of Repairs or Maintenance: Cut and fill approx 6000 Cuyds Install 80'of 48" Culvert iwth Concrete Wing Walls Blade, roll and surface

Length in Feet or Miles and Widths in Feet: .2/miles - 36' wide

ESTIMATE OF COSTS

				Amount
Grading, Cu. Yds.	6000	at 1.35	Cu. Yd.	$ 8100.00
Culvert Pipe, Lin. Ft.	80'-48"	at 15.00	Lin. Ft.	$ 120.00
Culvert Pipe, Lin. Ft.		at	Cu. Yd.	$
Culvert Pipe, Lin. Ft.		at	Cu. Yd.	$

Surface Materials Base:

Size 3"-1"	Kind C.R	Cu. Yds. 1100	at 3.00	Cu. Yd.	$ 3300
Size 1 1/4"-0	Kind C.R	Cu. Yds. 500	at 3.00	Cu. Yd.	$ 1500

Surface Materials Top:

Size	Kind	Cu. Yds.	at	Cu. Yd.	$

Asphalt Oil Mat: Specification _____ No. of Sq. Yds. _____

Kind	Tons	at	Ton	$
Kind	Tons	at	Ton	$
Kind	Tons	at	Ton	$

Crushed Rock or Gravel in Oil Mat:

Size	Cu. Yds.	at	Cu. Yd.	$
Size	Cu. Yds.	at	Cu. Yd.	$
Size	Cu. Yds.	at	Cu. Yd.	$

Sprinkling:

M-Gals.	at	M-Gal.	$

Amount

Pavement Patching:

Asphaltic Concrete: Tons _____ at _____ Ton $_____

Bridges: _____

_____

_____ $_____

Miscellaneous Items: Preliminary Engineering 500.00

Concrete wing walls. 865.00

Blasting, Rocking, Compactometer 780.00

$ 2145.00

Cost of Project: 15,165.00

Plus Engineering and Contingencies: 1516.00

Total: 16,681.00

APPORTIONMENT OF COSTS

_____ % State Only Amount $_____

_____ % State Amount $ 11,101

_____ % City Amount $ 5580

Total $ 16,681.00

City Will Pay for City's Share of Work as Follows: City will fine grade road and surface

Materials for Project Will be Obtained as Follows: City has source of fill which they report available at .85¢ per cuyd in place

Statement as to Street Conditions and Residential or Industrial Development:

New street leading to housing project of 45 families

Present street is too steep for traffic in icy weather, and city is concerned in case of fire would not be able to get emergency vehicles to project.

RECOMMENDATIONS

_____

_____

_____

_____ Division Engineer

_____ Bridge Engineer

_____ Construction or Maintenance Engineer

_____ Engineer, County and City Relations

_____ State Highway Engineer

8-8-1947

Sheet 2 of 2

OREGON STATE HIGHWAY DEPARTMENT

Department of County and City Relations

ROAD LOG DATA SHEET

Location Freewater Logged by F. Hay Car No. 46-45

Road or Street Main Street Recorder H B Ayers

Date 1-6-48 Weather Heavy Fog Rain Project 250.000 Fed(48)

M. P.	Location	Length	Width	Type	Condition	Remarks
.00	Walla Walla St.		30'	gravel	poor	
.05	New Highway					

This is entrance street from new highway and should be rebuilded, approximately 80 cu yds of C Rock and O-11-

The balance of main St is now oiled and in fairly good condition.

This will carry heavy produce trucks to the many large plants located in Freewater

OREGON STATE HIGHWAY DEPARTMENT

Department of County and City Relations

ROAD LOG DATA SHEET

Location Freewater Logged by F Hay Car No. 46-45

Road or Street Washington Recorder HGA

Date 1-6-48 Weather Heavy Fog - Rain Project 250,000 Fund (48)

M. P.	Location	Length	Width	Type	Condition	Remarks
.00	R.R Xing		18'	gravel	poor	Bad grade
.05	E Ward St					
.13	Bridge					
.15	"					
.36	Walla Walla St	20'				
.45	Adams					

City intends to widen Washington St but desire a 30' oiled street

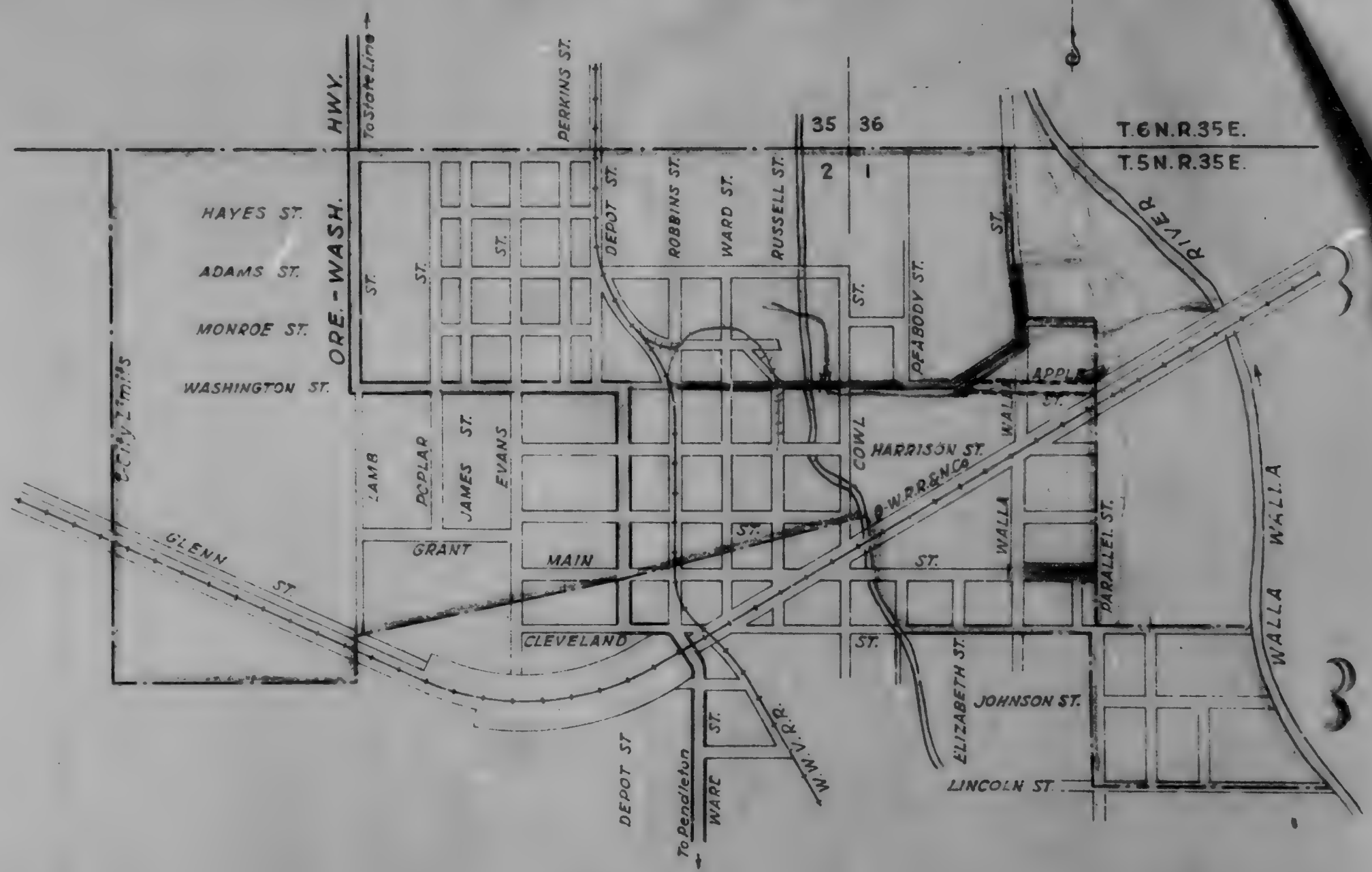
This street carries heavy traffic to 7 flour mills, canning factories, freezing plants and wheat storage elevators, should be bladed up and an O-11 job done with mud scarifying and blading and approx 200 cuyds of C. Rock.

Rock will cost about 2.00 per cuyd.

City also contemplates sewer work in this street, advised them to get it completed and settled before oiling. Also to rebuild or at least strengthen bridge

FREEWATER

Scale 1"=800'



R E S O L U T I O N

WHEREAS, Section 2 of Chapter 425, Oregon Laws 1947, provides:

"Beginning with the year 1947 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, Chapter 413, Oregon Laws 1945; section 115-528, O.C.L.A., in the event it becomes law; section 29 of house bill No. 175 of the forty-fourth legislative assembly, and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act; but in no event shall payment under this act be made to cities for any year unless more than $11,000,000 is credited to such fund, and allocations hereunder shall be made to cities only from any excess over $11,000,000 credited to such fund in any year,"

and

WHEREAS, Section 3 of said act provides that:

"Such appropriation shall be allocated to the cities as follows: The sum of $250,000 shall be withdrawn from such appropriation and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said $250,000 shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities",

and

WHEREAS, the City of Freewater is an incorporated city of the State of Oregon, and has a population of 1,500, as given by the latest official census, and

WHEREAS, the changing of the State highway places it in a part of the city where there are no paved streets connecting same and East ends of Washington and Main Streets and a portion of Walla Walla Street, and while not a part of the

State highway system, are streets of said City which will receive excessive wear through sudden increase in population in the area, and heavy industrial traffic caused by the change of the highway, and

WHEREAS, said streets and each of them is in need of repair, reconditioning and other major improvement, and such City is without necessary funds with which to do said work,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve,

1. That the following named streets of said city, to wit: The East portion of Washington and Main Streets, connecting with the new highway, now under construction and a part of Walla Walla Street, lying between Washington and Adams Streets, are in need of repair, reconditioning and other major improvement.

2. That said streets are in their present state and condition of disrepair, by reason of a sudden increase in population in the area, or because of excessive and unusual industrial traffic, and the city is without the funds necessary to put said streets in proper condition for the traffic to which they are being subjected.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues.

4. That the City of Freewater does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation.

Passed and approved this 5th day of November 1947.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- - - - - - - - - - -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Freewater at a regular or special meeting of said council, held on the 5th day of November, 1947, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 21st day of November, 1947.

Corinne E. Russell
City Recorder

11-5-47

R E S O L U T I O N

WHEREAS, Section 2 of Chapter 425, Oregon Laws 1947, provides:

"Beginning with the year 1947 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, Chapter 413, Oregon Laws 1945; section 115-528, O.C.L.A., in the event it becomes law; section 29 of house bill No1 175 of the forty-fourth legislative assembly, and from fines and epnalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act; but in no event shall payment under this act be made to cities for any year unless more than $11,000,000 is credited to such fund, and allocatinns hereunder shall be made to cities only from any excess over $11,000,000 credited to such fund in any year,"

and

WHEREAS, Sedtion 3 of said act provides that:

"Such appropriation shall be allocated to the cities as follows: The sum of $250,000 shall be withdrawn from such appropriation and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part or the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said $250,000 shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities",

and

WHEREAS, The City of Freewater is an incorporated city of the State of Oregon, and has a population of 1500, as given by the latest official census, and

WHEREAS, the changing of the State highway places it in a part of the city where there are no paved streets connecting same and

East ends of Washington and Main Streets and a portion of Walla Walla Street, and while not a part of the State highway system, are streets of said City which will receive excessive wear through sudden increase in population in the area, and heavy industrial traffic caused by the change of the highway, and

WHEREAS, said streets and each of them is in need of repair, reconditioning and other major inprovement, and such City is without necessary funds with which to do said work,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve,

1. That the following named streets of said city, to-wit: The East portion of Washington and Main Streets, connecting with the new highway, now under construction and a part of Walla Walla Street, lying between Washington and Adams Streets, are in need of repair, reconditioning and other major improvement.

2. That said streets are in their present state and condition of disrepair, by reason of a sudden increase in population in the area, or because of excessive and unusual industrial traffic, and the city is without the funds necessary to put said streets in proper condition for the traffic to which they are being subjected.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues.

4. That the City of Freewater does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and

assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation.

Passed and approved this 5 day of November, 1947.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- - - - - - - - - - -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Freewater at a regular or special meeting of said council, held on the 5 day of NOVEMBER, 1947, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 6 day of NOVEMBER, 1947.

E Kirby Rose
City Recorder

R E S O L U T I O N

10-16-47

WHEREAS, Section 2 of Chapter 425, Oregon Laws 1947, provides:

"Beginning with the year 1947 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, Chapter 413, Oregon Laws 1945; section 115-528, O.C.L.A., in the event it becomes law; section 29 of house bill No. 175 of the forty-fourth legislative assembly, and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act; but in no event shall payment under this act be made to cities for any year unless more than $11,000,000 is credited to such fund, and allocations hereunder shall be made to cities only from any excess over $11,000,000 credited to such fund in any year",

and

WHEREAS, Section 3 of said act provides that:

"Such appropriation shall be allocated to the cities as follows: The sum of $250,000 shall be withdrawn from such appropriation and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said $250,000 shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities",

and

WHEREAS, the City of Milton City is an incorporated city of the State of Oregon, and has a population of 1849, as given by the latest official census, and

WHEREAS, the following streets of said city, Second street between Main and Miller Street, and Miller Street between Second and Frazier Streets., or 2nd St between Main and Davis St and Davis St between First and Second.

are not a part or parts of the state highway system, but are streets of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy industrial traffic", and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement, and such city is without necessary funds with which to do said work,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit:

Second Street and Miller Street - or - Second Street and Davis Street in Milton City, Umatilla County, Oregon

are in need of repair, reconditioning and other major improvement.

2. That said streets are in their present state and condition of disrepair, by reason of a sudden increase in population in the area, or because of excessive and unusual industrial traffic, and the city is without the funds necessary to put said streets in proper condition for the traffic to which they are being subjected.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair and other improvement out of funds allocated and made available by and through

the said $250,000 appropriation of state highway revenues.

4. That the City of Milton City does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation.

Passed and approved this 16th day of October, 1947.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- - - - - - - - - -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Milton City at a regular or special meeting of said council, held on the 16th day of October, 1947, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 16th day of October, 1947.

J. D. Whitman

City Recorder

MILTON

X = FPHA project.

6-1035 South Myrtle Point Section 1949
of the Coos Bay-Roseburg Hwy.

#3171

RECEIVED
APR [illegible]
FOR FILING

6-1035
317

R. H. Baldock

March 14th, 1950

Contract #3171

FINAL COST ANALYSIS
South Myrtle Point Section
Grading & Surfacing

Prefix 6-1035

Contractor - Coos Bay Dredging Co.

Resident Engineer - C. C. McKinney

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing & Grubbing	All		$	$	$1,022.65	$1,268.00
Removal of Concrete Driveways	12.1	Sq. Yd.	2.00	0.86	10.42	24.20
Removal of Concrete Curbs	192.2	Lin. Ft.	1.00	0.64	122.57	192.20
Struct. Exc., Unclass.	69.77	Cu. Yd.	3.00	2.65	184.89	209.31
Trench " "	11.9	" "	3.00	2.75	32.73	35.70
Borrow " "	3,575.2	" "	0.55	0.47	1,688.82	1,966.36
Gen'l. " "	4,752	" "	0.40	0.38	1,804.45	1,900.80
Short Overhaul	20,993.4	Yd. Sta.	0.02	0.02	424.84	419.87
Long "	1,266.06	C-Yd. Sta.	0.50	0.45	569.73	633.03
Finish R/B & Slopes	0.46	Mile	1000.00	1261.69	580.38	460.00
Rounding Cutbanks	60	Lin. Ft.	0.20	0.25	15.00	12.00
12" Concrete Pipe	213	" "	1.50	1.40	298.20	319.50
18" " "	51	" "	3.75	3.25	165.75	191.25
Salvaging Culvert Pipe	120	" "	1.50	1.26	151.20	180.00
Selected R/B Topping	3,117.2	Cu. Yd.	1.35	1.19	3,702.81	4,208.22
Hauling " "	11,632.7	Yd. Mi.	0.14	0.125	1,455.85	1,628.58
1½" Mat'l. in Surfacing	746	Cu. Yd.	1.10	0.96	718.40	820.60
Sprinkling	30.4	M-Gal.	2.50	2.35	71.44	76.00
PA #1, Placing 8" Metal Drain Pipe	88	Lin. Ft.	1.00	0.75	66.00	88.00
PA #1, Gravel Backfill in Drains	20	Cu. Yd.	3.00	2.50	50.00	60.00
					$13,136.13	$14,693.62

Gross Revenue	$14,693.62
Total Cost	13,136.13
Net Profit	$ 1,557.49

Net Profit Equals 10.6% of Gross Revenue

South Myrtle Point Section
Contract #3171

Detail of Cost

Labor:			
Labor		$2,746.00	
Labor Insurance		205.95	
			$2,951.95
Materials:			
12" Concrete Culvert Pipe	213 feet at $0.89	$189.42	
18" " " "	51 " " 1.61	82.38	
Inc. Freight			
			271.80
Equipment Rental & Misc. Supplies:			
Equipment Rental (Owned)		$1,968.00	
" " (Hired Fully Operated)		5,805.00	
Gas, Oil & Grease		825.50	
Bond		88.16	
Home Office		734.68	
Move In, Freight & Cartage		225.00	
P.L. & P.D. Insurance		107.73	
Explosives		158.31	
			9,912.38
Total Cost			$13,136.13

South Myrtle Point Section
Contract #3171

Remarks:

This contract was a "State Project" for grading and surfacing 0.43 mile of highway roadbed south of Myrtle Point on the Coos Bay-Roseburg Highway in Coos County.

This contract was bid May 17th, 1949, awarded June 14th, 1949, work started June 20th, 1949, and project completed September 27th, 1949.

The clearing was started June 20th, 1949, with 3 men, and on June 30th, a D-4 cat and dozer was moved on the job. The clearing consisted of small myrtle trees and willow brush and was done mostly by hand labor. Slow progress made on the clearing. A small profit was realized.

The general excavation consisted of light grading and was done with a ½ cu. yd. unit truck mounted shovel and two 5 cu. yd. trucks.

The borrow excavation consisted of good material and was moved with the same equipment as the general excavation plus two trucks on account of the haul which was approximately 1 mile. The contractor realized a fair profit on the excavations.

The selected roadbed topping was secured from a State quarry at M.P. 13.5 adjacent to the state highway. Light blasting was required to secure the most suitable rock for the topping material. Equipment used consisted of one ½ cu. yd. unit shovel for loading four 5 cu. yd. trucks for hauling and one blade and one roller used for handling material on the street.

The pit run surfacing material was obtained from a privately-owned gravel bar located at Reeds Ford in the Coquille River approximately 1.5 miles south of Myrtle Point.

Contractor had good supervision and equipment and bid prices; therefore, realized a fair profit on the contract.

E. H. Clymer
Cost Analyst

By . . George Kayser

RECEIVED
SEP 23 1950
FOR FILING

6-1035

3171

OREGON STATE HIGHWAY COMMISSION

~~Feb. 17, 1950~~
(Date)

3171 (Contract No.) 6-final (Est. No.) Coos Bay Dredging Co. Inc. (Contractor)

Vou. No:	Warrant No:	Amt: $	Date:
1561	368904	7hh.99	2/17/50

[redacted]

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. This warrant will be held in the Accounting Division until advised by you that release is authorized.

Specified completion dated

[redacted]: ACCOUNTING DIVISION

Contract accepted:

Time Extensions:

Penalties:

Claims:

Remarks:

Date:

Accounting Division:

Release of the above warrant is hereby authorized:

H. B. Glaisyer

Warrant Mailed: FEB 21 1950

NOTED ON CARD
2-21-50 R

OREGON STATE HIGHWAY COMMISSION

Feb. 17, 1950
(Date)

3171	6-final	Coos Bay Dredging Co. Inc.	
(Contract No.)	(Est. No.)	(Contractor)	
Vou. No:	Warrant No:	Amt: $	Date:
1561	368904	7bh.99	2/17/50

Memo:

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. This warrant will be held in the Accounting Division until advised by you that release is authorized.

Specified completion date: July 31,1949

Completed: Sep. 27, 1949

ACCOUNTING DIVISION

Contract Accepted: Nov. 8, 1949

Time Extensions: Extended to Sep. 27, 1949 without penalty

10 Penalties: None of record

Claims: None of record

Remarks:

Date: 2-20-50

Accounting Division:

Release of the above warrant is hereby authorized:

H. B. Glaisyer

Warrant Mailed:

RECEIVED
JAN 18 1950
FOR FILING

6-1035
3171

January 17, 1950

Maryland Casualty Company
Baltimore 3,
Maryland

Gentlemen:

This is to advise you that State Highway contract No. 3171 for work on the So. Myrtle Point Section of the Coos Bay-Roseburg Highway, in Coos County, has been completed by the contractor, Coos Bay Dredging Co., Inc. and that final payment in the amount of $744.99 will be made on or after January 27, 1950.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $14,693.62 and that no force account work was performed therein. This contract was completed on September 27, 1949 and accepted by the Commission on November 8, 1949.

This notice is sent to you because you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rm

cc - Maryland Casualty Co.
Hannen & Rowland, Inc.
Puget Sound Bank Bldg.
Tacoma, Wash.

Maryland Casualty Co.
Hannen & Rowland, Inc. Agents
611 Henry Bldg.
Portland, Oregon

ENTERED ON CARD
1-17-50 gf

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DEC 30 1949
FOR FILING

6-1035

2171

December 27, 1949

Oregon State Highway Commission

Gentlemen:

Project authorization on the South Myrtle Point Section, Coos Bay-Roseburg Highway, initiated an overrun of $2,336.15, which is 12.9% over the authorization. The entire overrun is occasioned by engineering costs on the project.

This job is approximately 0.6 mile in length, and was very light work, the project authorization being only $18,579. A small job of this type requires a great amount of staking and engineering detail for the low cost of the construction work. The engineering costs were further increased by reason of the fact that the survey party handling this project was stationed in North Bend looking after other projects, and on such days as it was required to drive to the Myrtle Point job the long travel distances, of course, increased the cost of doing the engineering work.

Your approval is requested for a project overrun of $2,336.15 on Contract No. 2171, South Myrtle Point Section.

This matter will be on the next agenda.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:me hi
cc Mr. W. C. Williams
Mr. H. G. Smith
Mr. S. H. Probart

RECEIVED
DEC 1 1949
FOR FILING

6-1034-
3171

November 30, 1949

Maryland Casualty Co.
Baltimore 3
Maryland

Gentlemen:

You are advised of the intention of the State Highway Commission to make semi-final payment to Coos Bay Dredging Co., on contract No. 3171, covering the South Myrtle Point Section of the Coos Bay-Roseburg Highway in Coos County. This payment, in the amount of $515.28, will be made on or after December 10, 1949. The retained percentage is $750.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Shannon & Rowland, Inc.
611 Henry Bldg.
Portland, Oregon

NOTED ON CARD
11-30-49 GL

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NOV 22 1949
FOR FILING

6-1033

3171

November 22, 1949

Coos Bay Dredging Co., Inc.
Box 217,
Coos Bay, Oregon

Gentlemen:

The State Highway Commission, at its meeting on November 8, 1949, had under discussion your request for an extension of time of 58 days, from July 31 to September 27, 1949, within which to complete your contract No. 3171 for the South Myrtle Point Section of the Coos Bay-Roseburg Highway in Coos County.

I am pleased to inform you that the Highway Commission granted your request without penalty. However, I was instructed to inform you that the Commission, in arriving at its decision, considered but did not necessarily adopt either the recommendation of the Engineer or the reasons given by you for failure to complete the project within the specified time.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc - K. D. Lytle
Division Engineer

H. G. Smith

NOTED ON CARD
11-22-49 gl

Form E-1—OSC—11-48

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending November 12, 1949

Section South Myrtle Point — Kind of work Grading & Surfacing

Highway Coos Bay - Roseburg — Section prefix 6-1035

Contractor Coos Bay Dredging Co. — Contract number 3171

Date of contract June 14, 1949 — Date of completion July 31, 1949

Date work started June 20, 1949 — ~~Estimated~~ date of completion Sept. 27, 1949

Amount of contract . . . . . $15,827.00 — Per cent of time elapsed ____%

~~Estimated~~ cost of completed project, exclusive of engineering $16,332.31

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date $ 4,579.00, ____% — Date project was completed Sept. 27, 1949

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The Final Estimate was completed and forwarded to the Division Office on Wednesday November 9, 1949

NOTED
H. W. LIBBY

RECEIVED
U. S. FOREST SERVICE

Signed L. L. McKinney

Address P. O. Box 214 North Bend, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.43	0.43			
Miles partially completed					
Miles completed	0.43	0.43			
Total estimated quantities	8327	3863			
Estimated quantities moved or placed to date	8327	3863			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheep-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Cloudy		
Monday	Clear		
Tuesday	Rain		
Wednesday	Rain		
Thursday	Rain		
Friday	Rain		
Saturday	Rain		

RECEIVED
NOV 14 1949
OFFICE OF
CONSTRUCTION ENGINEER

State Printing Dept. 26750

RECEIVED
NOV - 1 1949
FOR FILING

6-1025
3171

October 31, 1949

Request for extension of time
No. 13
Contract 7 and 8 roadway

Oregon State Highway Commission

Gentlemen:

Herewith is a request from the Cone Bay Dredging Company, Inc. for an extension of time on Contract No. 3171, South Umpqua Point Section of the Coos Bay-Roseburg Highway, from July 31, 1949 to September 27, 1949.

Because of the type of work involved in this project, the contractor was unable to work a large crew out, due to the dock that a late change was made after the contract was awarded, the contractor was required to do additional work.

I would recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:
sw

cc: Mr. W. C. Williams
Mr. H. G. Smith

RECEIVED
OCT 20 1949
FOR FILING

6-1035

3171

October 20, 1949

Maryland Casualty Co.
Baltimore 3
Maryland

Gentlemen:

You are advised of the intention of the State Highway Commission to release to Coos Bay Dredging Co.,Inc. a portion of the funds that heretofore have been retained by the Commission, in connection with contract No. 3171 for grading and surfacing on the South Myrtle Point Section of the Coos Bay-Roseburg Highway in Coos County. This payment, which is in the amount of $2,923.74, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $750. The present payment to the contractor will be made on or after October 31, 1949.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is sent to you because you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Hansen & Rowland,Inc.
611 Henry Bldg.
Portland, Oregon
Attn: S. A. Wride, Manager

NOTED ON CARD
10-20-49, gR

RECEIVED
AUG 12 1949
FOR FILING

6-1025
3.71

August 11, 1949

Mr. Harry A. Slack
Attorney at Law
First National Bank Building
Coquille, Oregon

Dear Sir:

We do not have enough information in this office to answer your questions in regard to the curbs on South Eighth Street in Myrtle Point, Oregon.

We are, therefore, referring your letter to our Construction Engineer for an investigation and recommendation in regard to the curbs.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: L. H. Warfield
Staff Engineer

LHW/gd

cc: H. G. Smith

HARRY A. SLACK
ATTORNEY AT LAW
FIRST NATIONAL BANK BUILDING
COQUILLE, OREGON

August 10, 1949

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

I represent a Mr. Adams of Myrtle Point, Oregon, who resides on south 8th. St., in that city, and which street is being widened under your direction. I am informed that several years ago the property owners along said street installed curbing at their own expense or at least the expense of the materials. At any rate due to the widening of the street the curbing is being torn out and according to Mr. Sage, your local engineer, the contract does not provide for rebuilding the curbing. It would seem that some provision should be made for replacing the same. Will you kindly advise me what you intend to do about the matter.

Thanking you, I am,

Very truly,

Harry A. Slack

HAS:ca

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AUG 11 19[illegible]
[illegible]WAY CO[illegible]

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JUL 19 1949
FOR FILING
6-1035
3171

July 18, 1949

Coos Bay Dredging Co.,Inc.
Box 217
Coos Bay
Oregon

Gentlemen:

We enclose herewith a fully executed copy of contract No. 3171, which was awarded to you on June 14, 1949 by the State Highway Commission, covering the South Myrtle Point Section of the Coos Bay-Roseburg Highway in Coos County. This copy is for your records and files.

An executed copy of this contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

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AUG 5 1949
FOR FILING

AGENDA
JUN 27 1949

C-1035
3171

June 14, 1949

Coos Bay Dredging Co.
Box 21
Coos Bay, Oregon

Re: Contract No. 2171

Gentlemen:

Confirming my telegram to you of this date, the State Highway Commission has today awarded to you the contract for South Myrtle Point Section of the Coos Bay-Roseburg Highway, in Coos County. This award was based on your low bid of $15,387.00, submitted on May 17, 1949.

Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

by

cc - S. H. Probert
H. G. Smith
Goldie Lewis
L. R. Whitby, Asst. Commissioner
(S.I.A.C.)

Fix confirmed

SYC

...ired;
...age will be
...full rate telegram

FULL RATE TELEGRAM | SERIAL
DAY LETTER | NIGHT LETTER

WESTERN UNION

1206

JOSEPH L. EGAN, PRESIDENT

INTERNATIONAL SERVICE
Check the class of service desired; otherwise this message will be sent at the full rate

FULL RATE | DEFERRED
CODE | NIGHT LETTER

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
June 14, 1949
8:40 a.m.

Coos Bay Dredging Company
Box 217
Coos Bay, Oregon

State Highway Commission awarded you today contract for South Myrtle Point Section of the Coos Bay-Roseburg Highway, Coos County, based on your low bid submitted May 17, 1949. Contract forms follow shortly.

R. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

A NEW CURTIS SERVICE

Telegraph your order for America's favorite magazines—HOLIDAY, 1 yr., $5 • the Post, 1 yr., $6 • LADIES' HOME JOURNAL, 1 yr., $3. All prices U. S. only. No charge for wire. Pay Western Union clerk for subscription or when billed by publisher.

Publisher will, on subscriber's request, refund full amount paid for copies not previously mailed. Prices subject to change without notice.

10-1124 Luder Creek-Murphys Camp 1949
Sec., Umpqua Hwy.
#3172

RECEIVED
SEP - 1960
FOR FILING
10 - 1124
3172

September 7, 1960

Mr. E. L. Casey, President
Commercial Iron Works, Inc.
Post Office Box 2230
Portland 14, Oregon

Dear Mr. Casey:

In accordance with your request of August 31, I am attaching a set of the plans of the Lower Crooks-Murphys Camp Sections of the Upper Highway in the vicinity of Stations 657+00 to 659+50.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

cc Mr. C. G. Polk
Mr. W. C. Williams
Mr. Tom Edwards

FBK:fp fn

RECEIVED

Uder Creek- Murph[illegible] Camp
Contract 3172

COMMERCIAL IRON WORKS, INC.

GENERAL CONTRACTORS

2021 S.E. GRAND AVE. P.O. BOX 2230 PORTLAND 14, OREGON PHONE BELMONT 4-1934

August 31, 1960

Mr. W. C. Williams
State Highway Engineer
Oregon State Highway Dept.
Salem, Oregon

Attention: Mr. Tom Edwards

Dear Mr. Williams: re Umpqua Highway
Vicinity of Mill Creek

Our company is in dispute with the Bureau of Public Roads on the quality of fill material in existing road prior to the undertaking of reconstruction by Bureau of Public Roads under Project 8-A3, B3.

More specifically, the fill in question is between road stations 657 + 50 and 659 + 50. The Bureau states that this portion of fill was constructed by the Umpqua River Navigation Co. in 1950 as an experimental project by the Oregon State Highway Dept.

If available, we would be pleased to have sent to Commercial Iron Works, Inc., 2021 S.E. Grand Ave., Portland 14, Oregon - one set of construction plans. Printing costs may be billed to us and submitted with plans.

Yours very truly,

COMMERCIAL IRON WORKS, INC.

E. L. Casey

E. L. Casey
President

ELC:ms

REFERRED TO
Pearce
By Ass't. Construction Engineer
R/D 9/6

CONSTRUCTION DIVISION
RECEIVED
SEP 1 1960
NOTED-- OE ACE COE

R.H. Baldock

10-1124

March 15, 1951

RECEIVED
MAR 2 1951
FOR FILING

FINAL COST ANALYSIS

Luder Creek-Murphy Camp
Grading and Oil Mat Surfacing

Contract #3172 Prefix 10-1124
Resident Engineer - C. C. McKinney
Contractor - Umpqua River Navigation Co.

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing & Grubbing	All				$14,451.16	$ 6,000.00
Structural Exc.	300.44	Cu. Yd.	$10.00	$2.65	796.17	3,004.40
General Exc. Loc. "A"	5,099	" "	2.00	1.89	9,637.11	10,198.00
" " " "B"	28,676.9	" "	1.00	0.877	25,149.64	28,676.90
" " " "C"	20,496	" "	0.80	0.66	13,527.36	16,396.80
Embankment in Place	57,312.2	" "	0.65	0.612	35,075.07	37,252.93
Short Overhaul	163,954.1	Yd. Sta.	0.03	0.02	3,279.08	4,918.62
Long Overhaul	3,168.9	C-Yd. Sta.	0.50	0.47	1,489.38	1,584.45
Finish R/B & Slopes	2.062	Mile	800.00	515.00	1,061.93	1,649.60
12" Corr. Metal Pipe	30	Lin. Ft.	3.60	3.15	94.50	108.00
24" " " "	18	" "	8.00	4.60	97.53	144.00
12" Concrete Pipe	96	" "	3.60	1.90	182.40	345.60
18" " "	270	" "	6.00	3.95	1,066.50	1,620.00
24" " "	120	" "	8.00	5.85	702.00	960.00
36" " "	18	" "	12.00	10.43	187.74	216.00
Rock Slope Protection	19,180.3	Cu. Yd.	1.65	1.475	28,297.14	31,647.50
3"-0" Material in Base	11,308.8	" "	1.10	0.95	10,728.63	12,439.68
3/4"-0" Material in Base and Shoulders	2,838	" "	4.00	2.93	8,315.34	11,352.00
Sprinkling	392.5	M/Gal.	3.00	2.25	883.12	1,177.50
Preparation of Base	2.107	Mile	800.00	185.00	389.80	1,685.60
Furn. & Place Aggregate	1,431	Cu. Yd.	5.00	3.94	5,638.14	7,155.00
" " " RC-3 in Binder	41.62	Ton	55.00	52.00	2,164.24	2,289.10
" " " 151-200 Asphalt	117.46	Ton	55.00	50.00	5,873.00	6,460.30
PA #1, Rock or Gravel Back-fill in Drain	50	Cu. Yd.	2.50	1.35	67.50	125.00

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
PA #2, Salvage 24" Culvert Pipe	12	Lin. Ft.	$2.00	$1.55	$18.60	$24.00
PA #2, Salvage 36" Culvert Pipe	4	" "	2.50	1.80	7.20	10.00
PA #4, Purchase 12" Concrete Pipe	108	" "	1.25	1.25	135.00	135.00
PA #4, Purchase 18" Concrete Pipe	6	" "	2.20	2.20	13.20	13.20
PA #4, Purchase 36" Concrete Pipe	3	" "	8.73	8.73	26.19	26.19
PA #5, Purchase Excess 3/4"-0" Cr. Gravel in Stockpile	662	Cu. Yd.	3.00	2.68	1,774.16	1,986.00
PA #5, Purchase Excess Mineral Aggregate in Stockpile	140.4	" "	3.00	2.68	376.27	421.20
Force Account					602.73	635.86
					$172,107.83	$190,658.43

Gross Revenue	$190,658.43
Total Cost	172,107.83
Net Profit	$ 18,550.60

Net Profit Equals 9.4% of Gross Revenue

Luder Creek-Murphy Camp
Contract #3172

Detail of Cost

Labor:

Supervision and Labor	$54,885.53	
Labor Insurance	4,116.41	
		$59,001.94

Materials:

12" Corr. Metal Pipe	30 feet	at $1.53	$ 45.90	
24" " " "	18 "	" 3.43	61.74	
12" " " Bands	2	" 2.03	4.06	
24" " " "	2	" 4.86	9.72	
12" Conc. Culvert Pipe	96 feet	" 0.75	72.00	
18" " " "	270 "	" 1.75	472.50	
24" " " "	120 "	" 2.35	282.00	
36" " " "	18 "	" 8.73	157.14	
				1,105.06

Equipment Rental & Misc. Supplies:

Equipment Rental (Owned)	$48,183.91	
" " (Hired Fully-operated)	9,906.85	
Gas, Oil and Grease	11,698.80	
Small Tools & Misc. Supplies	3,785.54	
Bond	1,429.94	
Office & General Overhead	14,628.36	
Move In, Freight & Cartage	2,556.70	
Explosives & Drill Steel	611.88	
Paid Risley Bros. for Crushing Gravel 5,071.4 cu. yd. at $1.25	6,339.25	
Paid Harr & Horton for Oiling	11,734.00	
Paid Subcontractor for Cutting Trees with Power Saws on Clearing	1,125.60	
		112,000.83
		$172,107.83

Luder Creek-Murphy Camp

Contract #3172

Remarks:

This was a "State Project" for regrading, surfacing and oiling 2.08 miles of highway roadbed on the Umpqua Highway in Douglas County. The contract was bid May 17th, 1949, awarded June 14th, 1949, and the project was completed July 31st, 1950.

Clearing was started June 20th, 1949, with a crew of 10 men, one D-7 cat, one power saw and a Hough loader. Fair progress was made until July 20th, when burning was restricted due to warm, dry weather, after which the brush and debris was hauled and piled along the roadside and then burned after the first fall rains. Clearing on the steep hillsides was difficult, and the bid price was entirely too low.

There were three classifications of general excavation. Location "A" consisted of solid and large boulders which required drilling and blasting. Location "B" consisted of solid, boulders and common and some drilling and blasting was required. Location "C" consisted of common and loose rock. All the grading was done by shovel and trucks. One new 1½ yard shovel, three 5 cu. yd. trucks, one compressor, one ½ cu. yd. shovel, one D-7 cat and dozer and a crew of from 8 to 15 men were employed. Grading work was started July 11th, 1949, and carried on until October 27th, and then closed down for winter due to rain and mud. Work was resumed May 1st, 1950, and the grading work was finished June 10th, 1950. Grading operations were not too efficient, but good bid prices allowed a fair profit.

A 3 cu. yd. bucket dredge with 115 ft. boom dug gravel material from the river and placed it on the roadway for embankment. This operation was not affected by rain and cold winter weather. One shift was worked from October 3rd, 1949, until December 1st, and then two shifts per day were employed. Good progress was made on embankment in place on the sections where this method was employed.

Rock for slope protection was obtained from a spoils pile in the Kern and Kibbe quarry located on the north side of the Umpqua River. The material was loaded into trucks with a shovel and hauled and placed on two barges and then hauled across the river. The bucket dredge was used to unload the barges and place the rock on the slopes. The cost of rock slope protection was low.

The 3/4"-0" crushed gravel and the mineral aggregate were produced by the Risley Brothers who set up their plant on the edge of the highway at M.P. 14.1. They also produced the stockpile rock required on separate Contract #3243 from this setup. Gravel was dug from the river and placed in stockpile near the crushing plant by the large bucket dredge.

The oiling work was done by Harr and Horton.

The contractor had good bid prices, and a fair profit was realized on this contract.

E. H. Clymer
Cost Analyst

By . . George Kayser

W. C. Williams

March 15, 1951

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FOR FILING

FINAL COST ANALYSIS
Lader Creek-Murphy Camp
Grading and Oil Mat Surfacing

Contract #3172
Resident Engineer - C. C. McKinney

Reflx 10-1124
Contractor - Umpqua River Navigation Co.

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing & Grubbing	All				$14,451.16	$ 6,000.00
Structural Exc.	300.44	Cu. Yd.	$10.00	$2.65	796.17	3,004.40
General Exc. Lec. "A"	5,099	" "	2.00	1.89	9,637.11	10,198.00
" " " "B"	28,676.9	" "	1.00	0.877	25,149.64	28,676.90
" " " "C"	20,496	" "	0.80	0.66	13,527.36	16,396.80
Embankment in Place	57,312.2	" "	0.65	0.612	35,075.07	37,252.93
Short Overhaul	163,954.1	Yd. Sta.	0.03	0.02	3,279.08	4,918.62
Long Overhaul	3,168.9	C-Yd. Sta.	0.50	0.47	1,489.38	1,584.45
Finish R/B & Slopes	2.062	Mile	800.00	515.00	1,061.93	1,649.60
12" Corr. Metal Pipe	30	Lin. Ft.	3.60	3.15	94.50	108.00
24" " " "	18	" "	8.00	4.60	97.53	144.00
12" Concrete Pipe	96	" "	3.60	1.90	182.40	345.60
18" " "	270	" "	6.00	3.95	1,066.50	1,620.00
24" " "	120	" "	8.00	5.85	702.00	960.00
36" " "	18	" "	12.00	10.43	187.74	216.00
Rock Slope Protection	19,180.3	Cu. Yd.	1.65	1.475	28,297.14	31,647.50
3"-0" Material in Base	11,308.8	" "	1.10	0.95	10,728.63	12,439.68
3/4"-0" Material in Base and Shoulders	2,838	" "	4.00	2.93	8,315.34	11,352.00
Sprinkling	392.5	M/Gal.	3.00	2.25	883.12	1,177.50
Preparation of Base	2.107	Mile	800.00	185.00	389.80	1,685.60
Furn. & Place Aggregate	1,431	Cu. Yd.	5.00	3.94	5,638.14	7,155.00
" " " RC-3 in Binder	41.62	Ton	55.00	52.00	2,164.24	2,289.10
" " " 151-200 Asphalt	117.46	Ton	55.00	50.00	5,873.00	6,460.30
PA #1, Rock or Gravel Backfill in Drain	50	Cu. Yd.	2.50	1.35	67.50	125.00

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
PA #2, Salvage 24" Culvert Pipe	12	Lin. Ft.	$2.00	$1.55	$18.60	$24.00
PA #2, Salvage 36" Culvert Pipe	4	"	"	2.50	1.80	7.20	10.00
PA #4, Purchase 12" Concrete Pipe	108	"	"	1.25	1.25	135.00	135.00
PA #4, Purchase 18" Concrete Pipe	6	"	"	2.20	2.20	13.20	13.20
PA #4, Purchase 36" Concrete Pipe	3	"	"	8.73	8.73	26.19	26.19
PA #5, Purchase Excess 3/4"-0" Cr. Gravel in Stockpile	662	Cu. Yd.	3.00	2.68	1,774.16	1,986.00
PA #5, Purchase Excess Mineral Aggregate in Stockpile	140.4	"	"	3.00	2.68	376.27	421.20
Force Account					602.73	635.86
					$172,107.83	$190,658.43

Gross Revenue	$190,658.43
Total Cost	172,107.83
Net Profit	$ 18,550.60

Net Profit Equals 9.4% of Gross Revenue

Luder Creek-Murphy Camp
Contract #3172

Detail of Cost

Labor:

Supervision and Labor	$54,885.53	
Labor Insurance	4,116.41	
		$59,001.94

Materials:

12" Corr. Metal Pipe	30 feet at	$1.53	$ 45.90	
24" " " "	18 " "	3.43	61.74	
12" " " Bands	2 "	2.03	4.06	
24" " " "	2 "	4.86	9.72	
12" Conc. Culvert Pipe	96 feet "	0.75	72.00	
18" " " "	270 " "	1.75	472.50	
24" " " "	120 " "	2.35	282.00	
36" " " "	18 " "	8.73	157.14	
				1,105.06

Equipment Rental & Misc. Supplies:

Equipment Rental (Owned)		$48,183.91	
" " (Hired Fully-operated)		9,906.85	
Gas, Oil and Grease		11,698.80	
Small Tools & Misc. Supplies		3,785.54	
Bond		1,429.94	
Office & General Overhead		14,628.36	
Move In, Freight & Cartage		2,556.70	
Explosives & Drill Steel		611.88	
Paid Risley Bros. for Crushing Gravel	5,071.4 cu. yd. at $1.25	6,339.25	
Paid Harr & Horton for Oiling		11,734.00	
Paid Subcontractor for Cutting Trees with Power Saws on Clearing		1,125.60	
			112,000.83
			$172,107.83

Luder Creek-Murphy Camp

Contract #3172

Remarks:

This was a "State Project" for regrading, surfacing and oiling 2.08 miles of highway roadbed on the Umpqua Highway in Douglas County. The contract was bid May 17th, 1949, awarded June 14th, 1949, and the project was completed July 31st, 1950.

Clearing was started June 20th, 1949, with a crew of 10 men, one D-7 cat, one power saw and a Hough loader. Fair progress was made until July 20th, when burning was restricted due to warm, dry weather, after which the brush and debris was hauled and piled along the roadside and then burned after the first fall rains. Clearing on the steep hillsides was difficult, and the bid price was entirely too low.

There were three classifications of general excavation. Location "A" consisted of solid and large boulders which required drilling and blasting. Location "B" consisted of solid, boulders and common and some drilling and blasting was required. Location "C" consisted of common and loose rock. All the grading was done by shovel and trucks. One new 1½ yard shovel, three 5 cu. yd. trucks, one compressor, one ¾ cu. yd. shovel, one D-7 cat and dozer and a crew of from 8 to 15 men were employed. Grading work was started July 11th, 1949, and carried on until October 27th, and then closed down for winter due to rain and mud. Work was resumed May 1st, 1950, and the grading work was finished June 10th, 1950. Grading operations were not too efficient, but good bid prices allowed a fair profit.

A 3 cu. yd. bucket dredge with 115 ft. boom dug gravel material from the river and placed it on the roadway for embankment. This operation was not affected by rain and cold winter weather. One shift was worked from October 3rd, 1949, until December 1st, and then two shifts per day were employed. Good progress was made on embankment in place on the sections where this method was employed.

Rock for slope protection was obtained from a spoils pile in the Kern and Kibbe quarry located on the north side of the Umpqua River. The material was loaded into trucks with a shovel and hauled and placed on two barges and then hauled across the river. The bucket dredge was used to unload the barges and place the rock on the slopes. The cost of rock slope protection was low.

The 3/4"-0" crushed gravel and the mineral aggregate were produced by the Risley Brothers who set up their plant on the edge of the highway at M.P. 14.1. They also produced the stockpile rock required on separate Contract #3243 from this setup. Gravel was dug from the river and placed in stockpile near the crushing plant by the large bucket dredge.

The oiling work was done by Harr and Horton.

The contractor had good bid prices, and a fair profit was realized on this contract.

E. H. Clymer
Cost Analyst

By . . George Kayser

OREGON STATE HIGHWAY COMMISSION
(date)
Oct. 17, 1950

1C-1124

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3178	1h-final	Umpqua River Navigation Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
17101	2331	5,739.73	10/17/50

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

A. J. Nicklander
ACCOUNTING DIVISION

Specified Completion Date: Oct. 31, 1949

Time Extensions: Extended to July 31, 1950 without penalty

Completion Date: July 27, 1950

Date Accepted: Sep. 28, 1950

Penalties: None of record

Claims: None of record

Remarks:

Date: 10-20-50

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: OCT 19 1950
A. J. Nicklander

NOTED ON CARD
10-19-50 JR

OREGON STATE HIGHWAY COMMISSION
(date)
Oct. 17, 1950

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3172	14-final	Umpqua River Navigation Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
17101	2331	5,739.73	10/17/50

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

A. G. Nicholander
ACCOUNTING DIVISION

Specified Completion Date: Oct. 31, 1949

Time Extensions: Extended to July 31, 1950 without penalty

Completion Date: July 27, 1950

Date Accepted: Sep. 28, 1950

Penalties: None of record

Claims: None of record

Remarks:

Date: 10-18-50

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed:

RECEIVED
7 1950
FOR FILING

10-1124

3172

September 7, 1950

Glens Falls Indemnity Co.
Pacific Coast Department
Mills Tower
San Francisco, Calif.

Gentlemen:

Please be advised that State Highway Contract No. 3172, for work on the Luder Creek-Murphys Camp Section of the Umpqua Highway in Douglas County, has been completed by the contractor, Umpqua River Navigation Co., and that final payment in the amount of $5,739.73 will be made after acceptance by the Commission.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $190,658.43, of which amount $635.86 represents force account items. This contract was completed on July 27,1950 but has not as yet been accepted by the Highway Commission.

We are sending you this notice as you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Jewett,Barton,Leavy & Kern
Lewis Building
Portland 4, Oregon

NOTED ON CARD

RECEIVED
AUG 2 4 1950
FOR FILING

10-1124

3172

August 24, 1950

Glens Falls Indemnity Co.
Pacific Coast Department
Mills Tower
San Francisco, Calif.

Gentlemen:

You are advised of the intention of the State Highway Commission to make semi-final payment to Umpqua River Navigation Co., on contract No. 3172, covering the Luder Creek-Murphys Camp Section of the Umpqua Highway in Douglas County. This payment, in the amount of $40,679.67, will be made on or after September 5, 1950. The retained percentage is $5,719.13.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Jewett, Barton, Leavy & Korn
Lewis Bldg.
Portland 4, Oregon

NOTED ON CARD

8-24-50, gl

Form E-1—5M—8-47

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Aug. 12, 1950, 19

Section Luder Creek - Murphy Camp

Highway Umpqua

Contractor Umpqua River Navigation Co.

Date of Contract June 14, 1949

Date work started June 20, 1950

Amount of contract . . . . . $ 171,252.00

Kind of work Grading & Oil Mat Surfacing

Section prefix 10-1124

Contract number 3172

Date of completion October 31, 19 49

Estimated date of completion Extended to July 31, 19 1950

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering . . . . . $ 190,634.95

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date $ 20,708.50, % Date project was completed July 27, 1950

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The semi-Final Estimate was turned in to the Division Office on Wednesday Aug. 9.

Field Crew has been assiting on the Construction Project - Chrome Plant - Cedar point .

The projected line on the Cedar Pont - Coquille location is being worked out in the office and field running will start next week.

NOTED
H. W. LIBBY

NOTED
H. G. SMITH

Signed L. L. McKinney

Address P.O. Box 214 North End

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.08	2.08		2.08	
Miles partially completed					
Miles completed	2.08	2.08		2.08	
Total estimated quantities	Exc 54272 Emb 57312				
Estimated quantities moved or placed to date	Exc. 54272 Emb 57312				
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.....County, ...%; .....County, ...%; .....County, ...%; .....County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels....., Power graders....., Rollers....., Mixers....., Crushing or screening plants.....

Compressors....., Bulldozers....., Sheep-foot rollers....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Fair		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Fair		
Friday	Fair		
Saturday			

RECEIVED
OFFICE OF
CONSTRUCTION ENGINEER

RECEIVED
JUL 27 1950
FOR FILING

Files

10-1124

3172

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 26, 1950

SUBJECT: Increase in
Project Authorization

To:

Mr. C. C. McKinney
Resident Highway Engineer
Box 214
North Bend, Oregon

Dear Sir:

At the meeting of the Highway Commission, July 11, 1950, an increase in project authorization on the Luder Creek-Murphy's Camp Section, Contract No. 3172, in the amount of $18,000.00 was approved.

The present construction authorization is $206,377.20.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

cc: K. D. Lytle

DSP:md

10-1124

RECEIVED
JUN 28 1950
FOR FILING

10-1124
3172

4-20

June 23, 1950

Oregon State Highway Commission

Gentlemen:

A check of quantities on the Lower Grants-Merlyns Camp Section of the Umpqua Highway in Douglas County indicates that the project authorization of $168,377.20 will be overrun approximately $18,000, or 9.5 per cent. The main reason for the overrun is an increase in General Excavation, due to overbreak in some of the larger rock cuts and major slides in places. There will also be an overrun in the engineering costs due to the length of time required by the contractor to complete the project. The contract was awarded in June, 1949, with a completion date of October 31, 1949. It has been necessary to extend the time limit to July 31, 1950, at which date it now appears the contract will be completed.

As this overrun is more than is authorized without Commission approval, we respectfully request your approval for additional project authorization in the amount of $18,000 on the above-mentioned project, which is Contract No. 3172.

This matter will be on the next agenda for your consideration.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:me hi
cc Mr. W. C. Williams
Mr. M. G. Smith
Mr. S. H. Probert
Mr. M. N. Hawke

RECEIVED
NOV 22 1949
FOR FILING

10-1124

3172

November 22, 1949

Umpqua River Navigation Co.
Reedsport
Oregon

Gentlemen:

The State Highway Commission, at its meeting on November 8, 1949, had under discussion your request for an extension of time of 273 days, from October 31, 1949 to July 31, 1950, within which to complete your contract No. 3172 covering the Luder Creek-Murphys Camp Section of the Umpqua Highway in Douglas County.

I am pleased to inform you that the Highway Commission granted your request without penalty. However, I was instructed to inform you that the Commission, in arriving at its decision, considered but did not necessarily adopt either the recommendation of the Engineer or the reasons given by you for failure to complete the project within the specified time.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: K. D. Lytle,
Division Engineer

H. G. Smith

NOTED [illegible]
11-22-49 gl

RECEIVED
NOV - 1 1949
FOR FILING

10-1124
3172

October 31, 1949

Request for extension of time
No. 14
Contract 7 and 8 surfacing

Oregon State Highway Commission

Gentlemen:

Herewith is a request from the Yaquina Bay Navigation Company for an extension of time on Contract No. 1172, Lower Siuslaw-Haynes Camp Section of the Oregon Highway, from October 31, 1949 to July 31, 1950.

The contractor had the subcontract for furnishing rock for the Haines-Cushman section of the Oregon Coast Highway and was requested to expedite his work on that section so that it might be completed before winter rains set in.

For the above reason he was unable to move his equipment to this project during the summer to permit the completion of the siding. It is not believed that the non-completion of this contract will cause any inconvenience to the traveling public, and I would recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

aw

Encl.

cc: Mr. W. C. Williams
Mr. H. G. Smith

RECEIVED
JUL 5 1949
FOR FILING

10-1124

3172

July 1, 1949

Rogue River Navigation Company
Reedsport
Oregon

Gentlemen:

We enclose herewith a fully executed copy of contract No. 3172, which was mailed to you on June 14, 1949, by the State Highway Commission, covering grading and oil mat surfacing on the Lower Grave-Murphys Camp Section of the Rogue Highway, in Douglas County.

An executed copy of the above contract is also being sent to the surety on your bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc
Encl.

Recorded 7-1-49

RECEIVED
JUN 30 1949
STATE INDUSTRIAL ACCIDENT COMMISSION
SALEM, OREGON
FOR FILING

10-1124

3172

file

FORM 68

Contract
3172

COPY

June 24, 1949

NOTED
F. QUERY

CDA: #4250 - Umpqua River Navigation Co.
General Contracting
#4250-A - Umpqua River Navigation Co.
Lumber Loading
#4250 - Umpqua River Navigation Co.
Federal

Umpqua River Navigation Company
Reedsport
Oregon

Gentlemen:

This letter confirms our telephone conversation of June 23, 1949 wherein it was stipulated that State coverage will apply only to your employees engaged in your general contracting and lumber loading operations and that protection by the State will not extend to your employees who are subject to maritime employment which includes those subject to the Federal Longshoremen's and Harbor Worker's Compensation Act.

Your withdrawal of rejection of the provision of the Workmen's Compensation Law is accepted as becoming effective at 12:01 A. M. standard time, June 24, 1949 as requested.

A Commission representative, Mr. Savage, Will call on you Monday, June 27, 1949, at which time he will supply you with forms and information necessary for making reports to the Commission and he will make a survey of your plant for the purpose of submitting information to the Commission for its use in determining the classifications and rates which will apply for your use in contributing to the Industrial Accident Fund.

We are pleased to inform you that your general contracting business, firm #4250, is entitled to a fifty percent reduction from base rate for the fiscal year ending June 30, 1949 and also for the fiscal year which begins July 1, 1949 and extends through June 30, 1950.

Your lumber loading operation, registered with the Commission under firm #4250-A, is entitled to a twenty five percent reduction in experience rating which will apply for both fiscal years, the present one ending June 30, 1949, and the coming fiscal year, July 1, 1949 through June 30, 1950.

The opportunity to again be of service to you is sincerely appreciated.

Very truly yours,

STATE INDUSTRIAL ACCIDENT COMMISSION

L. R. White
Assistant Commissioner

RECEIVED
JUN 27 1949
OREGON
STATE HIGHWAY COMMISSION

Wslrt
SPECIAL DELIVERY
cc— State Highway Commission
ATTENTION: H. B. Glaisyer - Secretary

We are pleased to inform you that the Umpqua River Navigation Co. is withdrawing its rejection of the provision of the Workmen's Compensation Law, effective 12:01 A.M. Standard time, June 24, 1949. The Umpqua River Navigation Company of Reedsport was recently awarded a contract by your Commission under bids received May 17, 1949.

RECEIVED
AUG 5 1949
FOR FILING

10-1124

3172

June 14, 1949

Umpqua River Navigation Co.
Reedsport, Oregon

Re: Contract No. 232

Gentlemen:

Confirming my telegram to you of this date, the State Highway Commission has today awarded to you the contract for Under Crossing/Camp Section of the Umpqua Highway in Douglas County. This award was based on your low bid of $11,252.00, submitted on May 17, 1949.

Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

bs

cc - R. O. Smith
R. H. Probert
Hubbie Lewis
L. H. White, Asst. Commissioner
(S.I.A.C.)

RECEIVED

DEPOSITED

SERVICE
...e class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM | SERIAL
DAY LETTER | NIGHT LETTER

WESTERN UNION

1200

JOSEPH L. EGAN, PRESIDENT

INTERNATIONAL SERVICE
Check the class of service desired; otherwise this message will be sent at the full rate

FULL RATE | DEFERRED
CODE | NIGHT LETTER

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
June 14, 1949
8:40 a.m.

Umpqua River Navigation Company
Reedsport, Oregon

State Highway Commission awarded you today contract for Luder Creek-Murphys Camp Section of Umpqua Highway, Douglas County, based on your low bid submitted May 17, 1949. Contract forms follow shortly.

H. B. Cleaver, Secretary
OREGON STATE HIGHWAY COMMISSION

A NEW CURTIS SERVICE

Telegraph your order for America's favorite magazines—HOLIDAY, 1 yr., $5 • the Post, 1 yr., $3 • LADIES' HOME JOURNAL, 1 yr., $2. All prices U. S. only. No charge for wire. Pay Western Union clerk for subscription or when billed by publisher.

Publisher will, on subscriber's request, refund full amount paid for copies not previously mailed. Prices subject to change without notice.

102-4208 Pedee-Kings Valley Section of the Kings V. Hwy. 1949

#17

RECEIVED
MAR 6 1950
FOR FILING
2-4208
3173

March 3, 1950

Mr. J. C. Compton
c/o J. C. Compton Company
McMinnville, Oregon

Dear Mr. Compton:

This acknowledges your letter of March 1 concerning the claim of Clarence Mann against Lambert Rock Company for hauling rock on your Kings Valley project.

The reason I sent you a copy of Mr. Mann's letter was simply to inform you that the claim had been filed. I did not believe it was a legitimate claim against your job, and I so informed Mr. Mixz and I thought you should have the information, regardless.

Since receiving your letter I have received a copy of the one that Mr. Devers wrote you, and I am pleased to note that his interpretation coincides with mine.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HEG/fm

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
BEN. R. CHANDLER, MEMBER
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

Mar. 2, 1950

Mr. J. C. Compton

McMinnville, Oregon

NOTED
H. B. GLAISYER

Dear Mr. Compton:

NOTED
F. QUERY

I have your letter of the first, to which you attached a copy of your letter to Mr. Glaisyer relative to a claim which has been filed with or against your Company by an employee of the Lambert Rock Company.

As I understand the facts, the Lambert Rock Company is a commercial institution engaged in the production of rock or other similar materials for sale to the general public, or at least for sale to contractors needing such commodities. As such commercial institution, it quoted prices to the J. C. Compton Company, for which consideration the Lambert Rock Company undertook to deliver materials to the J. C. Compton Company. The claimant is now asking the J. C. Compton Company to pay for service which it evidently rendered the Lambert Rock Company.

I have heretofore on several occasions advised the Commission that a contractor or the contractor's subcontractor is not liable for the debts of an independent agency or concern such as, in this instance, the Lambert Rock Company, nor is the contractor's bondsmen or bonding company liable. The Lambert Rock Company is not a subcontractor. It is not producing materials for the J. C. Compton Company alone, but is producing them for general commercial purposes. If the J. C. Compton Company could be held liable for such claim or claims, then there is no reason why it shouldn't likewise be liable for repair bills incurred in connection with the repair of the truck on which the materials were delivered.

The J. C. Compton Company is responsible for the payment of material and labor claims incurred in connection with the performance of its job or contract, but the J. C. Compton Com-

pany did not employ Mr. Clarence Mann, nor was he in any way under the control or direction of the J. C. Compton Company.

If the Lambert Rock Company had been employed as a subcontractor under the J. C. Compton Company, then the situation would be different, but under the circumstances, it is my opinion that neither the J. C. Compton Company nor its bonding company has any liability with respect to the claim in controversy.

I am enclosing an extra copy of this letter which you may furnish your bonding company if you so desire.

Yours very truly,

J. M. DEVERS

JMD:FRC

cc- Mr. H. B. Gleisner

J. C. COMPTON COMPANY

Highway Construction — General Contractors

HOME OFFICE TELEPHONE 106
McMINNVILLE, OREGON

March 1, 1950.

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

In reference to your letter of February 28th, enclosing a copy of a letter from Mr. Robert Mix, Attorney of Corvallis, Oregon, representing his client, Clarence Mann, for claim against Lambert Rock Company for hauling rock to the Kings Valley project.

Mr. Lambert of the Lambert Rock Company, quoted prices from his operations at Kings Valley from a commercial plant, for materials delivered on the job. It has been my understanding that commercial plants submitting prices for materials delivered to contractors for State Highway or other contracts were not in the category of a sub-contractor, wherein it is the responsibility of the prime contractor for all bills incurred for material and labor performed by him on the project.

I am sending a copy of this letter to Mr. Deevers' office as well as to the office of our Bonding Company, for confirmation of the above statements. Please be assured we will give this our immediate attention.

Yours very respectfully,

J. C. COMPTON COMPANY

JCC:AR
cc to Mr. Deevers
cc to J-B-L & K.

ACKNOWLEDGED
H. B. GLAISYER

RECEIVED
MAR 3 1950
FOR FILING

3173

102-4208

3173

February 28, 1950

J. C. Compton Company
P. O. Box 86
McMinnville, Oregon

Gentlemen:

Enclosed for your information is a copy of a letter that the State Highway Commission has just received from Robert Mix, Attorney, Corvallis, with respect to a claim of his client, Clarence Mann, against Lambert Rock Company for hauling rock to your Kings Valley Highway Project.

I thought you should have this information.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

MBG:ts
Enc.

NOTED ON CARD
2-28-50 gl

February 28, 1950

Mr. Robert Mix
Attorney at Law
Hout Building
Corvallis, Oregon

Dear Mr. Mix:

Reply is made to your letter of February 27, regarding the claim of your client, Clarence Mann, against Lambert Rock Company, for hauling of rock in connection with the J. C. Compton Company contract on the Kings Valley Highway.

The contract to which you refer is State Highway Contract No. 3173, for recoiling the Pedee-Kings Valley Section of the Kings Valley Secondary Highway in Benton and Polk Counties. The records disclose that this contract was completed on September 13, 1949, and that it was accepted by the State Highway Commission on February 6, 1950. The records also disclose that the warrant covering final payment for the work was mailed to the contractor on February 8, 1950, in view of which there is no money presently due the J. C. Compton Company in connection with this job.

The contractor was required to furnish the state a surety bond to guarantee satisfactory completion of the project and the payment of claims arising out of it. This bond was written by the Glenns Falls Indemnity Company, for whom Jewett, Barton, Leavy and Kern are agents, with offices in the Lewis Building, Portland 4, Oregon. Whether or not the claim of Clarence Mann is a legitimate claim against the contractor is questionable. It is quite probable that the J. C. Compton Company had made full settlement with the Lambert Rock Company, although we have no knowledge in this office that that has been done. I would suggest that inquiry be made of the J. C. Compton Company as to the facts. It may be that they can assist you in securing the settlement of the claim.

Pursuant to our customary procedure, I am also notifying the J. C. Compton Company that this claim is outstanding.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBO:ts

2-28-50

3173

ROBERT MIX
ATTORNEY-AT-LAW
HOUT BUILDING - PHONE 1088
CORVALLIS, OREGON

February 27, 1950

State Highway Commission
Salem
Oregon

Dear Sir:

I am writing to determine whether or not my client, Clarence Mann, can obtain payment for the work he did in trucking gravel from the Lambert Rock Company to the Kings Valley highway which was used by the J. C. Compton Company of McMinnville in the work done on the Kings Valley highway under a contract with the State of Oregon. Mann was an independent contractor with Lambert for the hauling of the rock from the rock plant to the job. I believe the work was done last August and September.

Any information you can give as to how we might collect Mann's money, it being about $392.35 would be appreciated.

Sincerely yours,

Robert Mix

RM:rfd

completed Sept 13, 49
accepted Feb. 6, 50
Final mailed Feb. 8, 50

2-28-50, gl

RECEIVED
ATTORNEY

RECEIVED
FEB 9 1950
FOR FILING

102-4208

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Feb. 6, 1950

SUBJECT: Request for release of warrants on final estimates.

To: Mr. H. B. Glaisyer
O-f-f-i-c-e

	Vou. #	Cont. #	Est. #	Name	Am't.	Wt. #	Note
1.	8414	3173	3-final	J. C. Compton Co.	1,124.38	368126	
2.							

3. Completed Sep. 13, 1949
4. Accepted Feb. 6, 1950
5. Time Extensions None Needed
6. Claims None of record
7. Remarks:
8. OK & release warrant immediately
9.
10.
11.
12.

ACCOUNTING DIVISION

By _____
Bookkeeping Dept.

Approved _____
Secretary

Warrant mailed _____

FORM S-00 2M 8-40 50004

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Feb. 6, 1950

SUBJECT: Request for release of warrants on final estimates.

To: Mr. H. B. Glaisyer
O-f-f-i-c-e

	Vou. #	Cont. #	Est. #	Name	Am't.	Wt. #	Note
1.	8444	3173	3-final	J. C. Compton Co.	1,124.38	368126	
2.							
3.							

4. Accepted _____

5. Time Extensions _____

6. Claims _____

7. Remarks:

8.

9.

10.

11.

12.

ACCOUNTING DIVISION

By _____
Bookkeeping Dept.

Approved _____
Secretary

Warrant mailed FEB 8 1950

NOTED ON CARD

2-8-50 S

RECEIVED
JAN 30 1950
FOR FILING

102-4208

3173

January 23rd, 1950

FINAL COST ANALYSIS

Pedee-Kings Valley Section — J. C. Compton Co. — Kings Valley Secondary
Contract #3173 — Darel D. Rohrbough, Resident Engineer — Prefix 102-4208

Description	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
Preparation of Base	6.78	Mile	$91.11	$100.00	$617.75	$678.00
Furn. & Place Aggregates	4,992	Cu. Yd.	3.837	3.63	19,150.25	18,120.96
Furn. & Place 121-150 Asphalt	361.98	Ton	34.14	40.00	12,357.16	14,479.20
PA #1, Furn. & Place Emulsified Asphalt	90.05	"	37.89	43.36	3,412.33	3,904.57
PA #2, Purchase Excess Crushed Rock:						
1½"-3/4" Cr. Rock in Stockpile	85.57	Cu. Yd.	2.25	2.35	192.53	201.09
½"-¼" Cr. Rock in Stockpile	42.5	" "	2.15	2.25	91.38	95.63
					$35,821.40	$37,479.45

Gross Revenue	$37,479.45
Total Cost	35,821.40
Net Profit	$ 1,658.05

Net Profit Equals 4.4% of Gross Revenue

Pedee-Kings Valley
J. C. Compton Company
Detail of Cost

Labor:

Supervision	$700.00	
Labor	5,545.43	
Labor Insurance	361.53	
		$6,606.96

Materials:

121-150 Asphalt	361.98 Ton at $21.00	$7,601.58	
Emulsified Asphalt	90.05 " " 24.36	2,193.61	
Freight on Asphalt		1,039.76	
Aggregate	4,992 Cu. Yd. at $2.15	10,732.80	
1½"-3/4" Crushed Rock in Stockpile	85.57 " " " 2.25	192.53	
½"-¼" Crushed Rock in Stockpile	42.5 " " " 2.15	91.38	
			21,851.66

Equipment Rentals & Miscellaneous Supplies:

Equipment Rentals (Hired Trucks)	$336.90	
" " (Owned)	3,246.95	
Gas, Oil and Grease	1,437.71	
P.L. & P.D. Fees	70.19	
Small Tools & Misc.	469.50	
Move In, Freight & Cartage	562.40	
Bond	224.88	
Home Office & General Overhead	1,014.25	
		7,362.78

T o t a l C o s t $35,821.40

Pedee-Kings Valley

Remarks:

This contract for the recoiling of 6.78 miles on the Pedee-Kings Valley Section of the Kings Valley Secondary Highway was bid June 27, 1949. The contractor started work September 1, 1949, and completed the contract September 17, 1949.

The asphalt was shipped from Portland to Dallas in railroad tank cars, then hauled in the contractor's insulated transports an average of 15 miles to the job. The aggregate was bought from Lambert's commercial plant on Maxfield Creek road, which is located 2 miles east of M.P. 17.58 on the Kings Valley Secondary Highway. Due to the slow progress of the commercial plant in the production of oil rock, the contractor was forced to buy 100 cu. yds. of oil rock at Independence and also borrowed 600 cu. yds. from state stockpile. The commercial plant replenished the state stockpiles after the project was finished.

The state crew did the patching of the subbase, but due to additional breakup the contractor was forced to do some additional patching, which increased the cost of Preparation of Base. Oiling operations were delayed for 3 days by rain and a shortage of aggregates also slowed up the progress of the work. Due to these delays, only a small profit was realized on the contract.

E. H. Clymer
Cost Analyst

By . . K. T. Wechter

RECEIVED
JAN 27 1950
FOR FILING

FINAL COST ANALYSIS

January 23rd, 1950

Pedee-Kings Valley Section — J. C. Compton Co. — Kings Valley Secondary
Contract #3173 — Darel D. Rohrbough, Resident Engineer — Prefix 102-4208

Description	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
Preparation of Base	6.78	Mile	$91.11	$100.00	$617.75	$678.00
Furn. & Place Aggregates	4,992	Cu. Yd.	3.837	3.63	19,150.25	18,120.96
Furn. & Place 121-150 Asphalt	361.98	Ton	34.14	40.00	12,357.16	14,479.20
PA #1, Furn. & Place Emulsified Asphalt	90.05	"	37.89	43.36	3,412.33	3,904.57
PA #2, Purchase Excess Crushed Rock:						
1½"-3/4" Cr. Rock in Stockpile	85.57	Cu. Yd.	2.25	2.35	192.53	201.09
¾"-¼" Cr. Rock in Stockpile	42.5	" "	2.15	2.25	91.38	95.63
					$35,821.40	$37,479.45

Gross Revenue	$37,479.45
Total Cost	35,821.40
Net Profit	$ 1,658.05

Net Profit Equals 4.4% of Gross Revenue

NOTED
W. C. WILLIAMS

Pedee-Kings Valley
J. C. Compton Company
Detail of Cost

Labor:					
Supervision				$700.00	
Labor				5,545.43	
Labor Insurance				361.53	
					$6,606.96
Materials:					
121-150 Asphalt	361.98	Ton	at $21.00	$7,601.58	
Emulsified Asphalt	90.05	"	" 24.36	2,193.61	
Freight on Asphalt				1,099.76	
Aggregate	4,992	Cu.	Yd. at $2.15	10,732.80	
1½"-3/4" Crushed Rock in Stockpile	85.57	"	" " 2.25	192.53	
½"-¼" Crushed Rock in Stockpile	42.5	"	" " 2.15	91.38	
					21,851.66
Equipment Rentals & Miscellaneous Supplies:					
Equipment Rentals (Hired Trucks)				$336.90	
" " (Owned)				3,246.95	
Gas, Oil and Grease				1,437.71	
P.L. & P.D. Fees				70.19	
Small Tools & Misc.				469.50	
Move In, Freight & Cartage				562.40	
Bond				224.88	
Home Office & General Overhead				1,014.25	
					7,362.78
Total Cost					$35,821.40

Pedee-Kings Valley

Remarks:

This contract for the recoiling of 6.78 miles on the Pedee-Kings Valley Section of the Kings Valley Secondary Highway was bid June 27, 1949. The contractor started work September 1, 1949, and completed the contract September 17, 1949.

The asphalt was shipped from Portland to Dallas in railroad tank cars, then hauled in the contractor's insulated transports an average of 15 miles to the job. The aggregate was bought from Lambert's commercial plant on Maxfield Creek road, which is located 2 miles east of M.P. 17.58 on the Kings Valley Secondary Highway. Due to the slow progress of the commercial plant in the production of oil rock, the contractor was forced to buy 100 cu. yds. of oil rock at Independence and also borrowed 600 cu. yds. from state stockpile. The commercial plant replenished the state stockpiles after the project was finished.

The state crew did the patching of the subbase, but due to additional breakup the contractor was forced to do some additional patching, which increased the cost of Preparation of Base. Oiling operations were delayed for 3 days by rain and a shortage of aggregates also slowed up the progress of the work. Due to these delays, only a small profit was realized on the contract.

E. H. Clymer
Cost Analyst

By . . K. T. Wechter

RECEIVED
JAN 16 1950
FOR FILING

102-4208

3173

January 13, 1950

Glens Falls Indemnity Co.
Pacific Coast Dept.
Mills Tower
San Francisco, Calif.

Gentlemen:

Please be advised that State Highway Contract No. 3173, for reciling on the Pedee-Kings Valley Section of the Kings Valley Secondary Highway in Benton and Polk Counties, has been completed by the contractor, J. C. Compton Co., and that final payment in the amount of $1,124.38 will be made after acceptance by the Highway Commission.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $37,479.45, and that no force account work was performed on the project. This contract was completed on September 13, 1949 but has not as yet been accepted by the Commission.

This notice is sent to you as you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Jewett,Barton,Leavy and Kern
Lewis Bldg.
Portland 4, Oregon

NOTED ON CARD
1-13-50 gl

RECEIVED
OCT 18 1949
FOR FILING

Ic 2-4208

3173

October 18, 1949

Glens Falls Indemnity Co.
Pacific Coast Dept.
Mills Tower
San Francisco, Calif.

Gentlemen:

You are advised of the intention of the State Highway Commission to make semi-final payment to J. C. Compton Co., on contract No. 3173, for recilling on the Pedee-Kings Valley Section of the Kings Valley Secondary Highway in Benton and Polk Counties. This payment, in the amount of $15,740.57, will be made on or after October 28, 1949. The retained percentage is $1,124.38.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

cc: Jewett, Barton, Leavy and Kern
Lewis Bldg.
Portland 4, Oregon

NOTED ON CARD
10-18-49 gl

Form B-1—SM—1-46

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending 9/17/49, 19

Section Pedee - Kings Valley

Highway Kings Valley

Contractor J. C. Compton

Date of Contract June 27, 1949

Date work started 9/1/49, 19

Amount of contract $ 39,080.00

Estimated cost of completed project, exclusive of engineering $ 39,080.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date $ 1,800, 4.6 %

Kind of work Re-Oiling

Section prefix 102-4208

Contract number 3173

Date of completion September 15, 1949

Estimated date of completion 9/13/49, 19

Per cent of time elapsed 100 %

Date project was completed , 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Oiling work was resumed on Sunday.
All oilin was completed Tuesday. The contractor's
blade remained on this project through the 17th.,
maintaining .
Lamberts crushing plant is now replenishing rock
in the state piles which the contractor borrowed
from.

Mr. R. M. Thompson of the Stancal Asphalt & Bitumuls
Company was on the job Tuesday watching the work on
the final seal which was made with Bitumuls XV.

NOTED
H. G. SMITH

NOTED
H. W. LIBBY

Signed Karl V. Thompson, Res. Engr.

Address Box 100, Route 1, Albany, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week. retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project				6.78	
Miles partially completed					
Miles completed				6.78	
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day				1	
Hours per shift				10	
Average force on project for week				28	

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels .....1....., Power graders ...2....., Rollers .....2....., Mixers ....., Crushing or screening plants 1.....

Compressors 1....., Bulldozers 1....., Sheep-foot rollers ....., Oiler. . ....., 4 Transports....., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	Rain		
Thursday	Rain		
Friday	Cloudy		
Saturday	Fair		

RECEIVED
SEP 19 1949
OFFICE OF
CONSTRUCTION ENGINEER

RECEIVED
AUG 3 1949
FOR FILING

102-4208

3173

August 3, 1949

J. C. Compton Co.
Box 86
McMinnville
Oregon

Gentlemen:

We enclose herewith, for your records and files, two fully executed copies of contracts which were awarded to you by the State Highway Commission, as follows:

Contract No. 3173, covering recoiling on the Pedee-Kings Valley Section of the Kings Valley Secondary Highway in Benton and Polk Counties, awarded June 27, 1949.

Contract No. 3198, for recoiling and rock production on the Cave Junction Section of the Redwood and Oregon Caves Highways in Josephine County, awarded July 12, 1949.

An executed copy of each of the above contracts is being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls. 2

Recorded _____

RECEIVED
JUN 24 1949
FOR FILING

102-4208

3173

June 29, 1949

J. C. Compton Company
P. O. Box 86
McMinnville, Oregon

Gentlemen:

The State Highway Commission on June 27, 1949, awarded you the contract for recoiling the Fedee-Kings Valley Section of the Kings Valley Highway, in Benton and Polk Counties. This award was based on your low bid of $39,080, using asphalt, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

cc

cc - Mr. S. L. Probert

207-1022 Terrebonne-Crook County Line 1949
Sec. of the Smiths Rock Mkt. Rd.

RECEIVED
MAR 2 1950
FOR FILING

NOTED
State Highway Engineer

P. H. Baldock

March 3rd, 1950

FINAL COST ANALYSIS

Terrebonne-Crook Co. Line Section
Smith's Rock Market Road — Babler Bros., Contractor
A. A. Fossen, Resident Engineer

Contract No. 3174
Prefix No. 209-1022

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Struct. Excav., Unclassified	18.9	Cu. Yd.	$3.00	$1.42	$26.89	$57.60
Spec. Borrow Excav., Unclassified	5,820	" "	0.65	0.50	2,906.41	3,783.00
Gen'l. Excav., Unclassified	3,034	" "	2.50	1.89	5,748.20	7,585.00
Short Overhaul	157.8	Yd. Sta.	0.05	0.05	7.89	7.89
Finishing R/B & Slopes	0.59	Mile	1000.00	678.12	400.09	590.00
18" Corr. Metal Pipe	66	Lin. Ft.	4.00	3.46	228.28	264.00
24" " " "	40	" "	6.00	5.22	209.02	240.00
Cinders in Base and Shoulders	10,150	Cu. Yd.	0.80	0.84	8,492.24	8,120.00
Sprinkling	380.2	M-Gal.	2.00	1.70	647.95	760.40
Preparation of Base	3.81	Mile	200.00	149.04	567.84	762.00
Furn. & Place Aggregates	2,480	Cu. Yd.	3.50	2.42	6,010.86	8,680.00
Furn. & Place 151-200 Asphalt	222.48	Ton	40.00	37.62	8,369.03	8,899.20
3/4"-½" Cr. Cinders in Stockpile	1,389	Cu. Yd.	2.00	1.23	1,709.86	2,778.00
½"-¼" Cr. Cinders in Stockpile	1,011.1	" "	2.00	1.23	1,244.66	2,022.20
¼"-0" Cr. Cinders in Stockpile	567.5	" "	2.00	1.23	698.59	1,135.00
PA #1, Furn. & Place Emulsified Asphalt in Seal Coat	52.6	Ton	43.90	41.52	2,183.88	2,309.14
					$39,451.69	$47,992.53

Contractor	Total Cost	Gross Revenue	Profit	% Profit
Babler Bros.	$32,868.97	$37,097.53	$4,228.56	11.4
N. A. Toole	6,582.72	10,895.00	4,312.28	39.6
	$39,451.69	$47,992.53	$8,540.84	17.8

Terrebonne-Crook County Line
Babler Bros.

Detail of Cost

Labor:

Supervision				$500.00	
Labor				6,606.20	
Payroll Insurance				457.87	
					$7,564.07

Materials:

18" Corr. Pipe	66	lin. ft.	at $2.51	$165.66	
18" Bands	2	each	" 3.64	7.28	
24" Corr. Pipe	40	lin. ft.	" 3.85	154.00	
24" Bands	1	each	" 4.65	4.65	
151-200 Asphalt	222.48	ton	" 21.00	4,672.08	
Emulsified Asphalt	52.60	"	" 24.90	1,309.74	
Freight on Asphalt				2,060.34	
					8,373.75

Equipment Rental & Misc. Expense:

Equipment Rental, Owned	$5,988.50	
Hired Trucks, Fully Operated	3,069.72	
Gas, Oil and Grease	1,905.28	
P.L. & P.D. Insurance	134.44	
Bond	365.56	
Small Tools & Misc. Supplies	480.93	
P.U.C.	107.40	
Home Office and General Overhead	1,483.90	
		13,535.73

Paid Redmond Fuel (Drilling and Shooting) 3,395.42

T o t a l C o s t $32,868.97

Terrebonne-Crook Co. Line
N. A. Toole

Detail of Cost

Labor:

Supervision	$505.20	
Labor	1,778.74	
Payroll Insurance	106.75	
		$2,390.69

Equipment Rental & Misc. Expense:

Equipment Rental, Owned	$2,016.97	
" " , Hired	142.57	
Gas, Oil and Grease	631.24	
Move In, Freight and Cartage	541.88	
P.L. & P.D. Insurance	81.24	
Bond	130.63	
Small Tools and Misc. Supplies	322.54	
Home Office and General Overhead	324.96	
		4,192.03
		$6,582.72

Remarks:

This was a "State Project". The contract, calling for construction of 0.59 mile of roadbed and surfacing and oiling of 3.81 miles of roadbed, was bid and awarded June 27th, 1949. Work on the project was started July 14th, 1949, and the project was completed October 27th, 1949.

The special borrow excavation material was scoriaceous rock obtained from the designated pit located 1.4 miles southwest of the west end of the project. A D-8 caterpillar dozer loosened and dozed the material to a 3/4 cu. yd. shovel which loaded to trucks. The material was hauled to the road in two company-owned and five hired trucks and handled on the fill with a dozer and a blade.

General excavation consisted mostly of large blocky lava rock. Drilling and shooting of this material was subcontracted to the Redmond Fuel Company. This rock broke very large and was difficult to handle. Most of the material was moved with a D-8 dozer with approximately 15% being moved with a 3/4 cu. yd. shovel and trucks. The small quantity of general excavation did not justify the moving in of large equipment and approximately one month was required to drill, shoot and excavate the 3,000 cu. yds.

Cinders in base and shoulders was pit run material obtained from the same pit as the special borrow materials, loaded with the same equipment and hauled to the road with two-company-owned trucks and five to eight hired trucks. Street work was done with an Austin Western Model 99 blade and a ten-ton roller. Breaking down of oversize materials was done by men with stone hammers and with the street equipment.

Crushing of aggregates and stockpile material was subcontracted to N. A. Toole. This subcontractor erected a two-unit Cedar Rapids portable crusher consisting of one 15" x 24" jaw crusher, one 24" x 16" rolls crusher, scalping screen, 3' x 8' classifying screen, 30 cu. yd. steel bunker with conveyors and electric motors as required. The plant was powered by two 60 h.p. engines and one 46 K.V. generator unit. This plant was erected in the designated scoria pit 0.8 mile westerly of M.P. 120.45 on the Dalles-California Highway and crushing operations were started July 20th, 1949.

Aggregates and stockpile materials for the Redmond "A" Street project, Contract No. 3175, were also crushed from this setup. A total of 8,552 cu. yds. of scoriaceous rock was crushed in 198 hours of crushing time, for an average production of 43 cu. yds. per hour. The crusher was fed with a dozer and crushed material was hauled to stockpiles with two five cu. yd. trucks. Costs on crushing operations were low because of a low set up cost, cheap method of feeding crusher and good production, and the subcontractor realized a large profit on his portion of work.

Oiling operations were started September 10th, and were completed September 21st, 1949. Oiling equipment included one 1,500-gal. distributor, one retort, two oil transports, Athey overhead loader, Austin-Western Model 99 blade, ten-ton roller, two company-owned five cu. yd. trucks and four hired trucks. Asphalt was shipped from Portland and spotted on a siding at Redmond.

The contractor and crushing subcontractor had good equipment and supervision and exceptionally low costs on crushing items made this project show a large profit for the contractors.

E. H. Clymer
Cost Analyst

By . . C. Swenson

RECEIVED
FEB 17 1950
FOR FILING

207-1022
3174

February 16, 1950

Babler Bros.
4617 S. E. Milwaukie Ave.
Portland 2, Oregon

Gentlemen:

The State Highway Commission, at its meeting on February 6, 1950, had under discussion your request for an extension of time of 57 days, from September 1 to October 27, 1949, within which to complete your contract No. 3174 covering the Terrebonne-Crook County Line Section of the Smith Rock Market Road in Deschutes County.

I am pleased to inform you that the Highway Commission granted your request without penalty. However, I was instructed to inform you that the Commission, in arriving at its decision, considered but did not necessarily adopt either the recommendation of the Engineer or the reasons given by you for failure to complete the project within the specified time.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

cc

cc: Wm. K. Chandler,
Division Engineer

R. G. Smith

NOTED ON CARD
2-16-50 gf

FAS 322

February 15, 1950

Honorable C. L. Allen
County Judge, Deschutes County
Bend, Oregon

NOTED
J. W. CATTRALL

Dear Judge:

I wish to inform the Deschutes County Court that the State Highway Commission Contract No. 3174 which called for the grading and surfacing of the Terrebonne-Crook County Line Section of the Smiths Rock Market Road in Deschutes County has been completed and the maintenance of this section is now the responsibility of the Deschutes County Court.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JWC:MM

Crooked

CINDER PIT

DESCHUTES CROOK

Prineville

OREGON STATE HIGHWAY DEPARTM

Sketch Map

TERREBONNE-CROOK

GRADING & OIL MAT SURFAC

Crooked

Bend

Deschutes County

Jefferson County

OREGON STATE HIGHWAY DEPARTMENT

Sketch Map

TERREBONNE-CROOK CO. LINE

GRADING & OIL MAT SURFACING PROJECT

SMITH ROCK MARKET ROAD

Prineville Jct.

N

Bayou Terrebonne

Houma

Gibson

Thibodaux

Bayou Lafourche

Bayou Black

Schriever

Gray

Gheens

Bayou Petit Caillou

Bayou Du Large

Montegut

Pointe-aux-Chenes

Dulac

Grand Caillou

Bayou Grand Caillou

Bayou Du Large

Bayou Pointe-aux-Chenes

Bayou Terrebonne

Bayou Black

Bayou Lafourche

Bayou Petit Caillou

Bayou Du Large

Bayou Grand Caillou

OREGON STATE HIGHWAY DEPARTMENT

Location Map

TERREBONNE-CROOK CO. LINE

GRADING & OIL MAT SURFACING PROJECT

SMITH ROCK MARKET ROAD

DESCHUTES COUNTY

Scale: 2" = 1 Mi. — May, 1949

RECEIVED
FEB 16 1950
FOR FILING

Files

209-1022

OREGON STATE HIGHWAY COMMISSION

Feb. 10, 1950
(Date)

317A (Contract No.) 5-Final (Est. No.) Babler Bros. (Contractor)

Vouc No:	Warrant No:	Amt: $	Date:
1721	368440	1,439.78	2/13/50

Date:

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. This warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Completed:
Contract Accepted:
Time Extensions:
Penalties:
Claims:
Remarks:

Date:
Accounting Division:
Release of the above warrant is hereby authorized:

H. B. Glaisyer

Warrant Mailed: FEB 15 1950

NOTED ON CARD
2-15-50 gp

OREGON STATE HIGHWAY COMMISSION

~~Feb. 10, 1950~~
(Date)

3174	5-Final	Babler Bros.
(Contract No.)	(Est. No.)	(Contractor)

Vou. No:	Warrant No:	Amt: $	Date:
1721	368440	1,439.78	2/13/50

Date:

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. This warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Completed: Oct. 27, 1949
Contract Accepted: Feb. 6, 1950

Time Extensions: Extended to Oct. 27, 1949 without penalty

Penalties: None of record

Claims: None of record

Remarks:

Date: 2-14-50

Accounting Division:

Release of the above warrant is hereby authorized:

H. B. Glaisyer

Warrant Mailed:

RECEIVED
JAN 30 1950
FOR FILING

201-1022
3174

January 30, 1950

General Casualty Co.of America
Dooly & Co., Agent
Board of Trade Bldg.
Portland 4, Oregon

Gentlemen:

Please be advised that State Highway Contract No. 3174, for work on the Terrebonne-Crook County Line Section of the Smith Rock Market Road Highway in Deschutes County, has been completed by the contractor, Babler Bros., and that final payment in the amount of $1,439.78 will be made after acceptance by the Commission.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $47,992.53, and that no force account work was performed on the project. This contract was completed October 27, 1949 but has not as yet been accepted by the Commission.

This notice is sent to you as you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: General Casualty Co.of America
General Insurance Bldg.
Seattle 5, Wash.
Attn: Legal Dept.

NOTED ON CARD
1-30-50 jk

RECEIVED
JAN - 6 1950
FOR FILING

209-10225
3174

January 5, 1950

Request for Extension of Time
No. 4
February 6 and 7 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from Dahler Brothers for an extension of time on Contract No. 3174, Terrebonne-Crook County Line Section, from August 31, 1949 to October 27, 1949.

This contract required the raising of the tracks by the Oregon Trunk Railroad Company, which was to be done by the Railroad Company, and, because of the Railroad Company's failure to complete this work earlier, the contractor was unable to complete the oiling operations by the specified completion date.

Since the delay was not occasioned by the contractor, I would recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.

cc: W. C. Williams
H. C. Smith

WCW:er

Form E-1—5M—8-47

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending November 24/49, 19

Section Terrebonne-Crook County Line

Kind of work Grading and oilmat surfacing

Highway Smiths Rock Market Road

Section prefix 209-1022

Contractor Babler Bros

Contract number 5174

Date of Contract June 27 1949, 19

Date of completion August 31, 19 49

Date work started July 14, 19 49

~~Estimated~~ date of completion October 27, 19 49

Amount of contract . . . . . $ 49941.

Per cent of time elapsed 123/66 166.4 %

Estimated cost of completed project, exclusive of engineering . . . . Semi-final computations . $ 49543.72

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date $ 2850., 5.71 %

Date project was completed October 27 1949, 19

NOTED H.W.E.

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Setting up of the crushing plant by sub contractor Nick Toole began on July 14. Crushing of material for this and the Redmond "A" Street project got under way on July 20 and material for this project was estimated as being completed (subject to remeasurement) on August 15.

Grading work on that section lying between Terrebonne and the foot of the bluff to the east started on the 16th of August. Drilling and shooting and moving of lava rock material in this "bluff section" continued until September 17. Placing of borrow excavation and installation of pipes began on August 22 and was completed on September 12. Placing of cinder base on the easterly portion of the project (Sta. 27 to 197) got underway on August 25 and was completed on September 10. Placing of the cinder base on the grading section was not completed until September 17.

Raising of the "industry track" at the RR crossing by railroad forces was completed by September 12. Payment for this work was covered by an agreement between our department and the RR people.

Oiling operations on the specified "O-11" started on September 10 and continued at interrupted intervals until September 21-24. On that date a final seal of emulsified asphalt was placed on the entire project.

Hauling and placing cinder shoulders and general cleanup of project started on October 21 and was completed on October 27.

NOTED [illegible]

Signed A. A. Fossum

FINAL REPORT

Address 1290-Hall St. BEND

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

Semi-final estimate submitted to the Bend division office on November 23 1949.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.59	3.81		3.81	
Miles partially completed					
Miles completed	0.59	3.81		3.81	
Total estimated quantities	3100 Com Ex 5000 Bor "	12000 cy Binder	3000	2500 cy Agg 270 Ton Oil	
Estimated quantities moved or placed to date (semi-final)	3034 Com Ex 5820 Bor Ex	10150	2967.6	2480 cy Agg 222.48 151-200 52.60 Emulsion	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.....County, ...%; .....County, ...%; .....County, ...%; .....County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels....., Power graders....., Rollers....., Mixers....., Crushing or screening plants.....

Compressors....., Bulldozers....., Sheep foot rollers....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
NOV 28 1949
OFFICE OF
CONSTRUCTION ENGINEER

RECEIVED
DEC 2 1949
FOR FILING

207-1022
3174

December 1, 1949

General Casualty Co.of America
Dooly & Co., Agents
Board of Trade Bldg.
Portland 4, Oregon

Gentlemen:

You are advised of the intention of the State Highway Commission to make semi-final payment to Babler Bros., on contract No. 3174, covering the Terrebonne-Crook County Line Section of the Smithe Rock Market Road Highway in Deschutes County. This payment, in the amount of $5,131.44, will be made on or after December 12, 1949. The retained percentage is $1,439.78.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

el

cc: General Casualty Co.of America
General Insurance Bldg.
Seattle 5, Wash.
Attn: Legal Dept.

NOTED ON CARD
12-1-49

RECEIVED
AUG 3 1949
FOR FILING

209-1022
3174

August 2, 1949

Babler Bros.
4617 S. E. Milwaukie Avenue
Portland 2, Oregon

Gentlemen:

We are sending you today a fully executed copy of Contract No. 3174 which was awarded to you on June 27, 1949 by the State Highway Commission covering Terrebonne-Crook County Line Section of Smith Rock Market Road, Deschutes County. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fm

Enc.

RECEIVED
JUN 30 1949
FOR FILING

209-1022
3174

June 29, 1949

Babler Brothers
4617 S. E. Milwaukie Avenue
Portland 2, Oregon

Gentlemen:

The State Highway Commission on June 27, 1949, awarded you the contract for surfacing and oiling and furnishing crushed cinders in stockpile on the Terrebonne-Crook County Line Section of the Smiths Rock Market Road, in Deschutes County. This award was based on your low bid of $48,741 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

cc

cc - Mr. S. K. Probert

RECEIVED
JUN 9 D 1949
FOR FILING
FORM E-99 25M 12-47

207 - 1052

3174

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 8, 1949

SUBJECT: L 1580

NOTED
W. C. WILLIAMS

To: Memorandum to the file

C O P Y

The hearing on the application of Deschutes County for a grade crossing of the Oregon Trunk Railway by the Smith's Rock-Market Road at Terrebonne was held in the County Courthouse at Bend, Oregon, at 1:00 p.m. Pacific Standard Time, 2:00 p.m. Daylight Saving Time, on Friday, June 3, 1949.

The hearing was conducted by Mr. C. E. Jaqua, examiner for the Public Utilities Commission.

Appearance for the railroad company was made by Mr. H. G. Tierney, Transmaster, S. P. & S. Railroad Company, 1101 N. W. Hoyt St., Portland, Oregon. Mr. Tierney did not place any witnesses on the stand.

Appearance for Deschutes County was filed by C. L. Allen, County Judge, but he did not place any witnesses on the stand. The writer filed an appearance on behalf of Deschutes County and the Oregon State Highway Commission and Mr. W. E. Chandler, Division Engineer and Mr. Valdemar Johnson were placed on the stand to testify generally regarding the project and traffic.

The opening statement pointed out that the State Highway Commission was appearing at the request of Deschutes County and was acting only as a contracting and constructing agency in connection with the project in order to fulfill a commitment made to Deschutes County in connection with other matters. It was pointed out that any requirements as to future maintenance that would be taken care of by public authorities should be imposed upon Deschutes County and not upon the State Highway Commission.

There was considerable discussion of the situation which took place under the guise of opening statements but no controversy developed and at the conclusion of the hearing and off the record Mr. Jaqua informally indicated that an order would issue in due course. I suggested, during the hearing, that in order to save future maintenance it would be desirable to install new treated ties at the crossing. I think probably this will be done by the railroad.

Supplementary to the hearing there remains to be handled the matter of the easement from the Railroad company to Deschutes County covering right of way at the proposed new crossing. Upon the construction of this new crossing the existing crossing will be closed, vacated, and abandoned.

J. W. DeSouza
Assistant Counsel

JWD:ma

cc - W. E. Chandler
W. C. Williams
H. G. Smith

FOR FILING

COMMISSIONERS

T. H. BANFIELD, CHAIRMAN
PORTLAND

A. W. SCHAUPP, MEMBER
KLAMATH FALLS

BEN. R. CHANDLER, MEMBER
COOS BAY

Ct
F/W
Co Roads

OREGON
STATE HIGHWAY COMMISSION
SALEM

April 26, 1949

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. H. DEVERS
CHIEF COUNSEL

H. B. GLAISYER
SECRETARY

IN REPLY PLEASE
REFER TO FILE

Honorable C. L. Allen
Deschutes County Judge
County Courthouse
Bend, Oregon

NOTED
W. C. WILLIAMS

Dear Judge Allen:

Enclosed herewith are the original and three copies of a petition of Deschutes County for authority to construct a crossing at grade with the tracks and right of way of the Oregon Trunk Railway at or near Terrebonne. This grade crossing is necessary as a part of the plans of improvement of Smith's Rock Market Road, for which work the State Highway Commission has allocated $30,000.00 in return for construction work previously performed by Deschutes County on certain federal aid secondary highways. As you will note from paragraph VIII of the petition, it is the plan to close the existing crossing of the road over the tracks of the Oregon Trunk Railway at the present location.

I understand that this change of location of grade crossing meets with your approval and that the Oregon Trunk Railway is likewise agreeable to the change. If the within petition meets with the approval of the County Court, the original should be signed and verified and the original and two certified true copies forwarded to the Public Utilities Commissioner at Salem, Oregon. If you desire, we shall be glad to arrange for a hearing and represent the County in this matter before the Public Utilities Commissioner.

Yours very truly,

J. H. DEVERS

By

C. W. BANFIELD
Assistant Counsel

CWB:avh
Encl.
cc - W. C. Williams
H. G. Smith

FOR FILING

File

April 4, 1949

Honorable C. L. Allen
County Judge of Deschutes County
Bend, Oregon

Dear Judge Allen:

Mr. Glaisyer has referred to me your letter of March 31, having reference to the Smith Rock Market Road.

Our plans for the improvement are almost complete, but we have not as yet been able to hold a hearing before the Public Utilities Commissioner for the proposed change in the crossing of the railroad tracks in Terrebonne. If we can get the P.U.C. hearing cleared up, we hope to be able to call for bids on this section at the May meeting.

Very truly yours,

H. K. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:mm

cc Mr. M. B. Glaisyer
Mr. H. G. Smith

...MCCAULEY, SHERIFF
HELEN M. DACEY, COUNTY CLERK
R. A. FERGUSON, TREASURER
ED RISEN, ASSESSOR

C. L. ALLEN, COUNTY JUDGE
E. E. VARCO, COMMISSIONER
A. E. STEVENS, COMMISSIONER
ELIZABETH BISHOP,
COUNTY HEALTH OFFICER

VELMA G. BUCKINGHAM,
SCHOOL SUPT.
A. J. MOORE, DISTRICT ATTY.
C. P. NISWONGER, CORONER
E. G. MANSFIELD, SURVEYOR

DESCHUTES COUNTY

STATE OF OREGON

BEND, OREGON

March 31, 1949

Hon. W. B. Glaisyer
Secretary, Oregon State
Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

It was the understanding of the Deschutes County Court that the State Highway Commission would let a contract for the improvement of what we call the Smith Rock Market Road, or your No. 322. in April.

At the April meeting of the Commission you perhaps will have two meetings of the Commission, but in order to be brought up to date I am writing to ask if our assumption is wrong and if there has been a date set for asking for bids on this job.

With kind personal regards, I am

Yours very sincerely,

NOTED
W. C. WILLIAMS

C. L. Allen,
County Judge

CLA:A

RECEIVED
APR 4 1949
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 18 1949
FOR FILING

File

Court
Rud
Co Roads

Deschutes

Salem, Oregon
March 17, 1949

Mr. J. M. Devers

In our construction program we have listed the improvement of a county road between Terrebonne and the Crook County line, in Deschutes County. The State Highway Commission has made an allocation of $35,000 to construct this roadway for Crook County in return for construction work that Crook County had previously performed on certain Federal Aid Secondary Highways.

In surveying this section of highway to prepare it for construction, it was found desirable to move an existing grade crossing one block to the north of its existing location to eliminate a hazardous condition resulting from obscured sight vision. County Judge Allen is in favor of the change, and has talked with the General Manager of the Oregon Trunk Railway and advises that the Railway Company is agreeable to the change in the location and that it will raise its side track to the level of the main line at the new site, in order to provide a better crossing.

I am sending a copy of this letter to Mr. Smith, with the request that he furnish to you a map of the proposed crossing. Upon receipt of the map, will you please start arrangements for a hearing before the Public Utilities Commissioner for the establishment of the new crossing. The existing crossing will be closed.

W. C. Williams

WCW:ms

cc Mr. H. G. Smith

FORM E-20 15M 12-48 27999

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 16th, 1949

SUBJECT:

To: Mr. W. C. Williams
Assistant State Highway Engineer
O f f i c e

W. C. WILLIAMS

Dear Sir:

In relocating the Smith Rock Road for Deschutes County it was considered necessary to move the railroad crossing one block to the north in order to afford better sight distance. The present crossing is badly obscured by a large warehouse and cars spotted adjacent thereto, limiting the sight distance to a very few feet. Judge Allen has talked with the General Manager of the Oregon Trunk and they are agreeable to the change in location and will raise their siding to the level of the main line at the new site.

Mr. Devers should be advised to arrange for a hearing for the establishment of a new crossing.

Very truly yours,

H G Smith

H. G. Smith
Construction Engineer

HGS:AR

309-1701 Redmond Oil Mat Surfacing 1949
Proj. on "A" St.
#3175

R.H. Baldock

RECEIVED
MAR 22 1950
FOR FILING

March 3rd, 1950

NOTED
State Highway Engineer

FINAL COST ANALYSIS

Contract #3175
Prefix 309-4001

Redmond "A" Street Section
City Street

Babler Bros., Contractor
A. A. Fossen, Resident Engineer

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Cinders in Base and Shoulders.	1,981	Cu. Yd.	$1.00	$0.87	$1,716.77	$1,981.00
Sprinkling	89	M-Gal.	2.00	1.77	157.31	178.00
Preparation of Base	0.42	Mile	2.00	185.24	77.80	0.84
Furnish & Place Aggregates	416	Cu. Yd.	5.00	3.24	1,346.16	2,080.00
Furnish & Place 151-200 Asphalt	36.4	Ton	40.00	39.22	1,427.43	1,456.00
3/4"-½" Cr. Cinders in Stockpile	1,136.8	Cu. Yd.	2.00	1.18	1,342.56	2,273.60
½"-¼" Cr. Cinders in Stockpile	952	"	"	2.00	1.18	1,124.31	1,904.00
¼"-0" Cr. Cinders in Stockpile	600	"	"	2.00	1.18	708.60	1,200.00
SP Screen Rejects in Stockpile	1,479.5	"	"	0.25	0.25	369.88	369.88
						$8,270.82	$11,443.32

Contractor	Total Cost	Gross Revenue	Profit	% Profit
Babler Bros.	$4,234.19	$4,863.84	$629.65	12.9
N. A. Toole	4,036.63	6,579.48	2,542.85	38.6
	$8,270.82	$11,443.32	$3,172.50	27.7

RECEIVED
FOR FILING

Redmond "A" Street
Babler Bros.

Detail of Cost

Labor:			
Supervision		$125.00	
Labor		887.46	
Payroll Insurance		78.33	
			$1,090.79
Materials:			
151-200 Asphalt	36.4 Ton at $21.00	$764.40	
Freight on Asphalt		272.63	
			1,037.03
Equipment Rental and Misc. Expense:			
Equipment Rental, Owned		$1,087.00	
Hired Trucks, Fully Operated		218.40	
Gas, Oil and Grease		478.44	
Small Tools and Misc. Supplies		148.22	
P.U.C.		10.23	
P.L. & P.D. Insurance		95.82	
Bond		68.26	
			2,106.37
Total Cost			$4,234.19

Redmond "A" Street
N. A. Toole

Detail of Cost

Labor:		
Supervision	$309.80	
Labor	1,090.76	
Payroll Insurance	65.46	
		$1,466.02
Equipment Rental & Misc. Expense:		
Equipment Rental, Owned	$1,236.83	
" " , Hired	87.43	
Gas, Oil & Grease	387.09	
Move In, Freight & Cargage	332.29	
P.L. & P.D. Insurance	49.82	
Bond	80.10	
Small Tools & Misc. Supplies	197.78	
Home Office & General Overhead	199.27	
		2,570.61
T o t a l C o s t		$4,036.63

Remarks:

This was a "City Project". The contract, calling for surfacing and oiling of 0.42 mile of "A" Street in the City of Redmond, was bid and awarded June 27th, 1949. Work was started on the project July 14th, and the project was completed August 31st, 1949.

Materials for base and shoulders was obtained from the scoriaceous rock deposit 0.8 mile westerly of M.P. 120.45 on the Dalles-California Highway. This material was loaded with a 3/4 cu. yd. shovel and hauled to road with two company-owned and four hired trucks. Street work was done with a heavy duty blade and a ten-ton roller.

Crushing of aggregates and stockpile materials was subcontracted to N. A. Toole. This subcontractor erected a portable two-unit Cedar Rapids crushing plant in the same deposit from which the materials in base and shoulders was obtained. Aggregates and stockpile materials for the Terrebonne-Crook Co. Line project, Contract No. 3174, were crushed from this same setup. A total of 8,552 cu. yds. was crushed in 198 hours, for an average production of 43 cu. yds. per hour. The crusher was fed with a dozer and hauled to stockpiles with two five cu. yd. trucks. A low setup cost, cheap method of feeding the crusher and good production made crushing costs low, and a large profit was realized by the crushing subcontractor.

Oiling operations were carried on intermittently from August 23rd, to August 31st, 1949. Oiling equipment included a retort, 1,500-gal. distributor, heavy duty blade, ten-ton roller, two company-owned trucks and four hired trucks. Asphalt was shipped from Portland and spotted on a siding at Redmond.

Good equipment and supervision and low costs on the crushing items made this job show a large profit.

E. H. Clymer
Cost Analyst

By . . C. Swenson

RECEIVED
FEB 9 1950
FOR FILING

309-1701

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Feb. 7, 1950

SUBJECT: Request for release of warrants on final estimates.

To: Mr. R. E. Olmsyer
O-f-f-i-c-e

	Vou. #	Cont. #	Est. #	Name	Am't.	Wt. #	Note
1.	1308	3175	3 & 4 Final	Babler Bros.	806.48	368195	
2.							
3.							
4.	Accepted						
5.	Time Extensions						
6.	Claims						
7.	Remarks:						
8.							
9.							
10.							
11.							
12.							

ACCOUNTING DIVISION

By _____
Bookkeeping Dept.

Approved _____
Secretary

Warrant mailed FEB 8 1950, 1950

NOTED ON CARD
2-8-50 JC

FORM E-20 10M 6-40 20459

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Feb. 7, 1950

SUBJECT: Request for release of warrants on final estimates.

To: Mr. H. B. Gladsyer
O-f-f-i-c-e

	Vou. #	Cont. #	Est. #	Name	Am't.	Wt. #	Note
1.	1308	3175	3 & 4 Final	Babler Bros.	808.48	368195	
2.							

3. Completed Aug. 31, 1949

4. Accepted Sep. 21, 1949

5. Time Extensions None Needed

6. Claims None of record

7.

Remarks:

8. Ok to release warrants immediately

9.

10.

11.

12.

ACCOUNTING DIVISION

By _____
Bookkeeping Dept.

Approved _____
Secretary

Warrant mailed _____ 1950

RECEIVED
JAN 18 1950
FOR FILING

309-1701

3175

January 17, 1950

General Casualty Co. of America
Dooly & Co., Agents
Board of Trade Bldg.
Portland 4, Oregon

Gentlemen:

This is to advise you that State Highway contract No.3175 for work on the Redmond ("A" Street) Section of The Dalles-California Highway, in Deschutes County, has been completed by the contractor, Babler Bros., and that final payment in the amount of $806.48 will be made on or after January 27, 1950.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $11,443.32 and that no force account work was performed therein. This contract was completed on August 31, 1949, and accepted by the Commission on September 21, 1949.

This notice is sent to you because you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rm

cc - General Casualty Co. of America
General Insurance Bldg.
Seattle 5, Washington

NOTED ON CARD
1-17-50 gl

Form E-1—5M—8-47

3080

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending November 23, 1949

Section Redmond "A" Street

Kind of work Oilmat surfacing

Highway City Street

Section prefix 309-1701

Contractor Bebler Bros

Contract number 3175

Date of Contract June 27, 1949

Date of completion August 31, 1949

Date work started July 14, 1949

Estimated date of completion August 31, 19

Amount of contract $12680.84

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering Semi-final comp. $ ~~12658.72~~ 12636.72

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date $ 300, 2.37 %

Date project was completed August 31, 1949

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

NOTED H. W. LIBBY

Setting up the plant to crush cinder material for the oiling aggregate and maintenance piles started on July 14. First day of crushing was on Wednesday the 20th of July, and by the first week in August the contractor estimated that enough material to fill the requirements for this project had been made.

Hauling of cinder material in the base course started on August 20 and was completed August 23.

Placing of the C-11 oilmat began the same afternoon and continued through the next day. Oiling of street approaches and shoulder material placing was done on Thursday August 25. Final seal placed on project on August 31.

Semi-final estimate submitted to the Bend Division office on Nov 23.

Final report

NOTED E. M. [illegible]

NOTED H. W. LIBBY

Signed A. A. Fraser

Address 1290-Wall St. BEND

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING & shoulders	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		0.42		0.42	
Miles partially completed					
Miles completed		0.42		0.42	
Total estimated quantities		1650	3000.	350 sy ~~asc~~ 30 T. oil	
Estimated quantities moved or placed to date		1981	2688.8	416 sy ~~asc~~ 36.4 T. oil	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.....County, ...%; .....County, ...%; .....County, ...%; .....County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY.	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels....., Power graders....., Rollers....., Mixers....., Crushing or screening plants.....

Compressors....., Bulldozers....., Sheep-foot rollers....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
NOV 28 1949
OFFICE OF
CONSTRUCTION ENGINEER

RECEIVED
AUG 3 1949
FOR FILING

309-4001

3175

August 3, 1949

Bebler Bros.
4627 S.E. Milwaukie Ave.
Portland 2, Oregon

Gentlemen:

We enclose herewith, a fully executed copy of contract No. 3175, which was awarded to you on June 27, 1949 by the State Highway Commission, covering Oil Mat Surfacing in Redmond ("A" Street) in Deschutes County. This copy is for your records and files.

An executed copy of the above contract is being sent to the surety on your bond.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rm
encl. 1

RECEIVED
JUL 5 1949
FOR FILING

309-1701

3195

July 1, 1949

Mr. John Denning
City Street Superintendent
Redmond, Oregon

Dear Sir:

I am pleased to inform you that satisfactory bids were received for the "A" Street improvement in the City of Redmond. This contract also included 3,000 yards of crushed clinkers, which were requested in your letter of June 2.

In accordance with my letter of June 6, will you please forward a certified check covering the 3,000 yards of crushed clinkers at the contract bid price of $2.00 per yard for a total amount of $6,000.00.

Very truly yours,

R. H. Baldock
State Highway Engineer

By:
W. G. Williams
Assistant State Highway Engineer

cc: H. G. Shirk

RECEIVED
JUN 8 1948
FOR FILING

File

June 4, 1948

Mr. John Dunsky
City Street Superintendent
Bokonik, Oregon

Dear Sir:

Your letter of June 2, 1948 addressed to Mr. William E. Chandler has been referred to this office for handling.

I am pleased to inform you that we have incorporated in our special provisions for the "A" Street City Project in Bokonik the erosion materials which you requested. In accordance with the usual practice, it will be necessary that the City of Bokonik forward to this office a certified check covering the amount to be paid for the material as determined by contract bid prices.

Bids on this project will be taken on June 29 and if satisfactory bids are received, you will be notified immediately and be requested to submit the check as mentioned above.

Very truly yours,

R. H. Baldock
State Highway Engineer

By:
W. G. Williams
Assistant State Highway Engineer

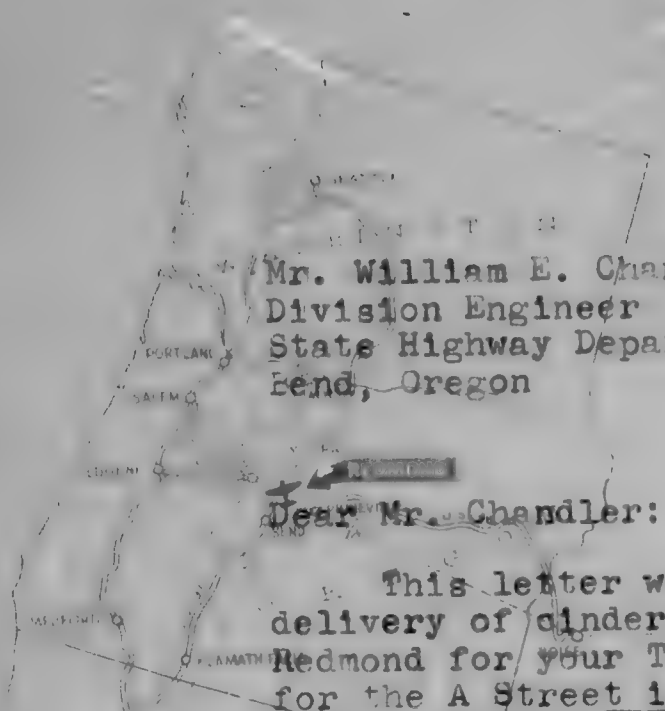
cc: H. G. Smith
W. E. Chandler

CITY OF REDMOND

DESCHUTES COUNTY, OREGON

REDMOND, OREGON

June 2, 1949



RECEIVED
JUN 3 - 1949

Mr. William E. Chandler
Division Engineer
State Highway Department
Bend, Oregon

Dear Mr. Chandler:

This letter will be your permission to take delivery of cinders from our cinder pit North of Redmond for your Terrebonne-O'Neil contract, also for the A Street improvement in the City of Redmond. This, of course, will be subject to placing of equipment in our pit so it will not inconvenience other contractors and ourselves.

Also at this time we would like to make application for you to crush approximately 3,000 yards of cinders into specifications set below, if you let a contract for crushing in this pit. The crushed cinders to be stock-piled in the flat portion of the pit. Also an alternate of stock-piles at our stock-pile site in the City of Redmond on Highway 28.

The sizes of crushed cinders to be 3/4 to 1/2, 1250 cubic yards; 1/2 to 1/4, 1150 cubic yards; 1/4 minus, 600 cubic yards. These sizes and grades to be State Highway Specification and yards to be measured by State Highway. We will pay the State Highway when they have completed measurements. If it is necessary for us to pay in advance when contract is let, please notify us and we will send a check immediately.

Hoping that this is sufficient information, we remain.

Very truly yours,

John Berning

John Berning,
Superintendent

NOTED

Included in Redmond City Project M/A Mtl. to be used on (A St.) 3' 0" City to Yard 6/6/49

Est. (illegible) 15m 350 (illegible) 1.10 (illegible)

F.A.G.

June 29, 1949

Evaline Riebhoff
City Recorder
Redmond, Oregon

Dear Madam:

On June 27, the Highway Commission awarded a contract to Babler Brothers of Portland for the "A" Street project in the City of Redmond. This contract provides that the work shall be completed not later than August 31, 1949.

Enclosed please find a copy of a description of the center line finished grade and of a 'Plan and Profile Map' with the elevations shown in orange. This description may be incorporated into an ordinance or resolution, whichever the City's Charter provides, establishing the new grades as provided in paragraph 8 of the agreement dated March 16, 1949.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Acting Engineer,
County and City Relations

JTK:MK
Encl.

NOTED
Harold C. Ayers

CITY OF REDMOND

"A" Street from the The Dalles-California Highway to Franklin Street

Description of Center Line Finished Grade (U.S.C.S. Datum):

Beginning at elevation 2993.52 at highway engineer's survey station 0+30 at the west end of the project, 30' easterly from the center line of the The Dalles-California Highway, where the same is intersected by the center line of "A" Street; thence to elevation 2993.57, at highway engineer;s survey station 1+00, approximately 80' westerly from the center line of 5th Street, where the same is intersected by the center line of "A" Street; thence to elevation 2995.12, at highway engineer's survey station 2+75, approximately 5' westerly from the center line of 5th Street, where the same is intersected by the center line of "A" Street; thence to elevation 2995.10, at the center line of 5th Street, where the same is intersected by the center line of "A" Street; thence to elevation 2994.11, at the center line of 4th Street, where the same is intersected by the center line of "A" Street; thence to elevation 2993.61, at highway engineer's survey station 7+00, approximately 140' easterly from the center line of 4th Street, where the same is intersected by the center line of "A" Street; thence to elevation 2993.34, at the center line of 3rd Street, where the same is intersected by the center line of "A" Street; thence to elevation 2993.13, at highway engineer's survey station 9+50, approximately 108' easterly from the center line of 3rd Street, where the same is intersected by the center line of "A" Street; thence to elevation 2992.70, at the center line of 2nd Street, where the same is intersected by the center line of "A" Street; thence to elevation 2992.63, at highway engineer's survey station 11+50, approximately 28' easterly from the center line of 2nd Street, where the same is intersected by the center line of "A" Street; thence to elevation 2992.23, at highway engineer's survey station 13+00, approximately 178' easterly from the center line of 2nd Street, where the same is intersected by the center line of "A" Street; thence on an 80' vertical grade curve to elevation 2993.33, at highway engineer's survey station 13+80, approximately 258' easterly from the center line of 2nd Street, where the same is intersected by the center line of "A" Street; thence on a 100' vertical grade curve to elevation 2993.78, at highway engineer's survey station 14+80, approximately 358' easterly from the center line of 2nd Street, where the same is intersected by the center line of "A" Street; thence to elevation 2993.36, at highway engineer's survey station 15+00, approximately 378' easterly from the center line of 2nd Street, where the same is intersected by the center line of "A" Street; thence on a 100' vertical grade curve to elevation 2992.42, at highway engineer's survey station 16+00, approximately 478' easterly from the center line of 2nd Street, where the same is intersected by the center line of "A" Street; thence to elevation 2992.67, at highway engineer's survey station 16+60, approximately 538' easterly from the center line of 2nd Street, where the same is intersected by the center line of "A" Street; thence on a 50' vertical grade curve to elevation 2991.89, at highway engineer's survey station 17+10, approximately 545' westerly from the center line of Franklin Street, where the same is intersected by the center line of "A" Street; thence to elevation 2991.40, at highway engineer's survey station 17+25, approximately 530' westerly from the center line of Franklin Street, where the same is intersected by the center line of "A" Street; thence on a 50' vertical grade curve to elevation 2990.45, at highway engineer's survey station 17+75, approximately 480' westerly from the center line

of Franklin Street, where the same is intersected by the center line of "A" Street; thence to elevation 2989.84, at highway engineer's survey station 19+00, approximately 355' westerly from the center line of Franklin Street, where the same is intersected by the center line of "A" Street; thence to elevation 2989.56, at highway engineer's survey station 21+00, approximately 155' westerly from the center line of Franklin Street, where the same is intersected by the center line of "A" Street; thence to elevation 2990.22, at highway engineer's survey station 22+00, approximately 55' westerly from the center line of Franklin Street, where the same is intersected by the center line of "A" Street; thence to elevation 2990.22, at highway engineer's survey station 22+30, at the east end of the project, approximately 25' westerly from the center line of Franklin Street, where the same is intersected by the center line of "A" Street.

JFH:MM
6-7-49

RECEIVED
JUN 30 1949
FOR FILING

D309-4001
3175

June 29, 1949

Bahler Brothers
4617 S. E. Milwaukie Avenue
Portland 2, Oregon

Gentlemen:

The State Highway Commission on June 27, 1949, awarded you the contract for surfacing and oiling on "A" Street in the City of Redmond, Deschutes County. This award was based on your low bid of $10,680.84 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

cc

cc - Mr. S. H. Probert

CINDER PIT
0.4 Mi. W. of MP 2.3

MP 2.3

MP 2

TO OLD THE DALLES — CAL. HWY.

REDMOND - BEND HWY.

McKENZIE HWY.
U.S. Rte. 20

Market Road

N

HIGHWAY

O. W. R. R. & N. Co.

REDMOND

END OF CONTRACT
Sta. 24+30

CROSS HWY.
U.S. Rte. 97

Z

Market Road

HIGHWAY

O. W. R. R. & N. Co.

REDMOND

OREGON STATE HIGHWAY DEPARTMENT

Sketch Map

REDMOND ('A' STREET)

OIL MAT SURFACING PROJECT

DESCHUTES COUNTY

Scale: 1" = 1 MI. May, 1949

5-28-49

Redmond
"A" St. looking East
from 5th

RECEIVED
APR 29 1949
FOR FILING

309-170A

3175

OREGON STATE HIGHWAY COMMISSION

Salem, Oregon
April 28, 1949

Redmond

Mr. L. A. Collier
City

Attached is a copy of an option for Cooperative Construction Project for the City of Redmond.

The original of this option has been retained in Mr. Unger's office for the Commission files, and an approved copy has been sent to the City of Redmond.

L. H. Warfield
Staff Engineer

LHW/ek

cc: S. H. Probert
John Cottrell
Wm. L. Chandler

FORM E-30 10M 6-48 23439

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 28, 1949

SUBJECT:

To: Mr. R.H. Baldock

Attached hereto are four copies of an Option for Cooperative Construction Project for the City of Redmond. An extra copy is enclosed for the Division Engineer as per Mr. Cooper's letter of March 31.

The original of this option has been retained in this office for the Commission's files and an approved copy has been sent to the City of Redmond.

Secretary

rn
attach: 4

Collier
Probert
Cal-rail
Wm Chandler

APR 28 1949
FOR FILING

April 28, 1949

Pauline Niebhoff, City Recorder
City Hall
Redmond, Oregon

Dear Madam:

We are enclosing herewith, for the records and files of the City of Redmond an Option for Cooperative Construction Project for the year 1949. This project was approved and accepted by the State Highway Commission April 11, 1949.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
encl: 1

10-48

Redmond ('A' St.) Section

Engrs Est 17,296.00

1- Babler Bros Part.	$ 10,680.84
1- Parker Schram Co. Part.	12,694.00
1- Contract Amount	10,680.84
2. Welch & Peterson Br.	2,000.00
	12,680.84
3. Engr & Cont.	1268.08
	13,948.92
4. Contract for Maint. Roads	6000.00
	7,948.92
5- Survey	1500.00
total	$ 9,448.92

Redmond 12-23-48

Preliminary Estimate

"A" Street

6th street to Franklin St - 0.45 miles

F.C. suggests - add 6" cinders - place O-11 Oil mat.

2370 lin ft -

Cinders

2370 lin ft. 28' roved

5185 X 27 +10% = 1350 Cyds 1.00 1350.00

Preparation of grade

Grade - Roll etc 200.00

O-11 - Oil mat

2370 x 24 ÷ 9 = 6320 Sq yds

Oil rock - 6320 x .053 +5% 350 Cyds @ 5.25 1838.00

Bit Cement. 20.55 x 350 ÷ 237 +10% 35 Tons @ 55.00 1925.00

5313.00

Widen & Redeck bridge

Steel guard rail

(Can be widened on present

Abutment -

(Telephone) 2000.00

7313.00

City to raise grade as they desire between 2nd & Canal, Canal & R.R. 10% 731.00

8044.00

Prel Eng 250.00

8294.00

On investigation, could not see condition of street due to snow. Hold. $8300.00

H.C.U.

250,000 (49)

Redmond. 12-17-48

"A" Street

Contacted Mr. John Berning, City supt. who went over project with me. The streets were covered with ice and snow so could not determine definite condition of street.

There is located on street a 100,000 bd ft saw mill, a planing mill which has on hand 3,000,000 bd ft. rough lumber and is only street in north end of town, which has a bridge over Pilot Butte canal. These industries, plus livestock and potatoes etc to warehouses and Railroad would I believe justify street for repair and improvement.

The State surveyors were making survey toward establishment of one way streets on 5th and 6th streets and would suggest we plan on placing the same wearing surface on "A" street as state plans on placing on 5th street. (If soon enough)

They have also asked the state funds be used to redeck and widen the bridge and place guard rails on crossing of canal. The present concrete abutments would allow the widening of bridge without change. The present stringers are 4x16" - 12" on ctrs and in good condition, but bridge being but 22' wide allows only 18' of roadway. There are no guard rails on present bridge.

Mr. Berning stated he believed street had very little base, had been oiled at least 5 times and that cost of maintenance was prohibitive

Sidewalks are in for greater part of distance he said and also Mr. Cooper had skew at street when

it was here and could likely give me some information on condition of street.

It would appear present elevation of street is as high or higher than sidewalks, except from 2nd St to bridge and between bridge and R.R where some raise in grade should be made. John Berning and the mayor said the City would be able to make raise in grade and place leveling course of cinders.

Would suggest if possible we place on plans at least 3" of A.C., on Contract on 5th St to keep plans & Est contracts for A.C.

Rough Preliminary Estimate
"A" Street 5th to Franklin St.
City to prepare street for wearing surface.

.40 miles 24' in width
2200 lin ft - 52800 sq ft
52800 x .00608 x 3" +10%
52800 x .01824 = 963 + 96 = 1059 tons @ 12.00 = 12,708.
#12,708 plus 10% 1270
#13,978.
Engr. Prelim 500.
#14,478.00

(City to place leveling course and raise grade under Bridge) for #14,500.00

Would like O-11

2250

Appox - 2250' in length.

Redmond

5th St to Co one way by state

a street - highly & Caledonia Boulevarded by
bridge - side sidewalking and widening
can be done on present abutments
Two lanes should be ample road.
Portions will have to be set new Concrete
5th St -

The street was covered with snow & ice so
Could not see just how bad was the condition
of the street would

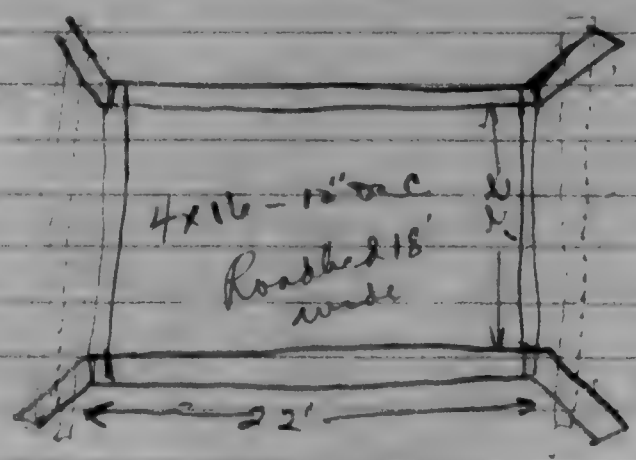
The saw mill on street is a 100,000 mill and
the planing mill has 3,000,000 feet on hand that
will have to be handled over this street.
It is also used by potato trucks & Oil trucks
and all products to Shipping

...	6th
.05	5th
0.10	4th
0-15	3
0-21	2
0-24-4	
0-27	1st.
0-29	Bridge
0-33	RR - 3 tracks
0-36	1st
0-40	Redmond Ave
0-44	Millers.
0-45	End of Project

0-11-

Wilson bridge	$ 2000.00
Cinders 1350 cyd @ 3.00	4050.00
Old Rock 350 cyd @ 5.50	1925.00
1st-200 - 35 ton @ 60.00	2100.00
	9975.00

Written 2' + floor handrail



2250
24
9000
4500
54000.

00608
3
01824
54000
7296000
9120
98496000

985
98
1083
1200
21660
1083
1299600
3299
14295

985

15,351

R E S O L U T I O N

10-26-48

WHEREAS, Section 2 of Chapter 425, Oregon Laws 1947, provides:

"Beginning with the year 1947 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, Chapter 413, Oregon Laws 1945; section 115-528, O.C.L.A., in the event it becomes law; section 29 of house bill No. 175 of the forty-fourth legislative assembly, and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act; but in no event shall payment under this act be made to cities for any year unless more than $11,000,000 is credited to such fund, and allocations hereunder shall be made to cities only from any excess over $11,000,000 credited to such fund in any year",

and

WHEREAS, Section 3 of said act provides that:

"Such appropriation shall be allocated to the cities as follows: The sum of $250,000 shall be withdrawn from such appropriation and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said $250,000 shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities",

and

WHEREAS, the City of Redmond is an incorporated city of the State of Oregon, and has a population of 2164, as given by the latest official census, and

WHEREAS, the following streets of said city, A Street from East side of Sixth Street to East side of Franklin Street

_____

_____

_____

_____,

are not a part or parts of the state highway system, but are streets of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy industrial traffic", and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement, and such city is without necessary funds with which to do said work,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit: _____

Resurface A Street from East side of Sixth Street to East side of Franklin Street and reconstruct bridge across Pilot Butte Canal on A Street.

_____

_____

_____

_____,

are in need of repair, reconditioning and other major improvement.

2. That said streets are in their present state and condition of disrepair, by reason of a sudden increase in population in the area, or because of excessive and unusual industrial traffic, and the city is without the funds necessary to put said streets in proper condition for the traffic to which they are being subjected.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair and other improvement out of funds allocated and made available by and through

the said $250,000 appropriation of state highway revenues.

4. That the City of _____ does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation.

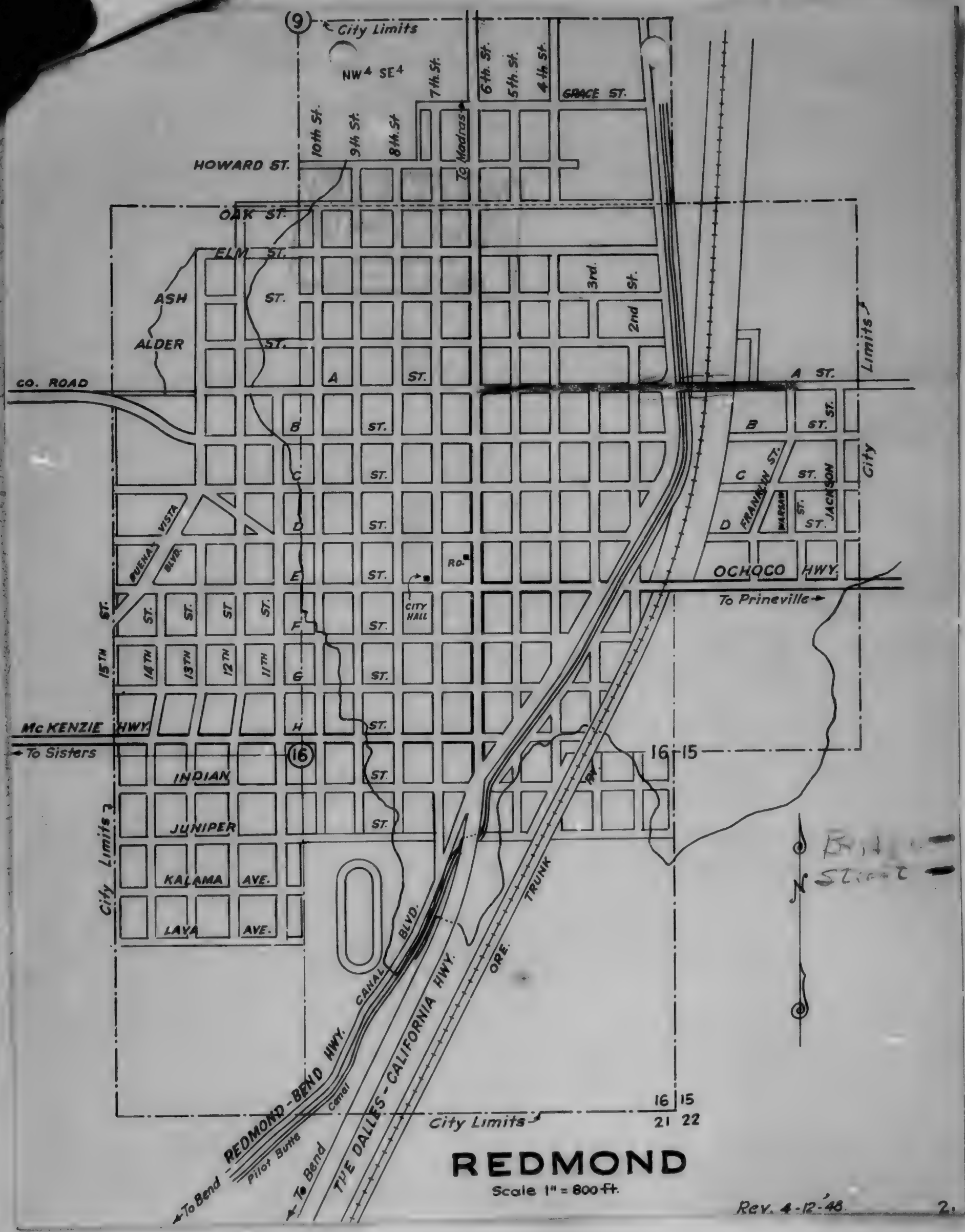
Passed and approved this 26th day of October, 1948

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Redmond at a regular or special meeting of said council, held on the 26th day of October, 1948, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 1st day of November, 1948

Evaline Bishop
City Recorder



REDMOND

Scale 1" = 800 ft.

Rev. 4-12-48 2.

315-1702 Rogue River Grading & Paving 1949
Proj., Depot & Main Sts.
#3176

Rogue River G.C.

Mr. Glen L. Clark
Region 3 Federal Aid Engineer

March 21, 1977

Robert H. Prange
Local Projects Manager

City of Rogue River

Attached are copies of documents covering the city's SCA projects of 1949 and 1951. It was our policy at that time, and still is, that SCA projects be constructed only on city streets. You'll note that both the application resolution refers to "streets of said city", and that the city agrees to changes in grade and to maintain the streets after completion of the project.

Also attached are maps showing the FAS route running through the City of Rogue River. Note the route was not officially switched to Madrona Street until July 1, 1976, even though a 1974 city map showed it this way. A federal aid route is routed through a city generally for the purpose of connecting that route to another federal aid route. It does not change any of the jurisdictional authority of local government over their streets or roads.

RHP:sch

Attachment

(This in reply to verbal (phone) complaint by City about condition of above streets)

NOTED
M. INOR C. HOLMES

RECEIVED
JUN 7 1950
FOR FILING

315-202

3176

R. H. Baldock

May 26th, 1950

NOTED
State Highway Engineer

FINAL COST ANALYSIS
Rogue River (Depot & Main St. Section)
Grade Widening and Paving

Contract #3176
Prefix 315-1702

Contractor - Snook Brothers
Resident Engineer - Glenn Roberts

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Removal of Walks	17	Sq. Yd.	$1.00	$0.62	10.50	$17.00
" " Curbs	136	Lin. Ft.	1.00	0.58	78.50	136.00
" " Catch Basins	3	Each	25.00	12.60	37.80	75.00
Structural Excavation	73.57	Cu. Yd.	5.00	4.40	324.00	367.85
General Excavation	450.1	" "	2.00	1.55	697.40	900.20
12" Sewer Pipe	306	Lin. Ft.	2.50	1.13	346.03	765.00
Salvage Sewer Pipe	97	" "	0.50	0.39	37.50	48.50
Concrete Catch Basins	7	Each	70.00	75.98	531.89	490.00
3" - 0" Material	263	Cu. Yd.	2.50	1.45	382.45	657.50
3/4" - 0" Material	52	" "	4.00	3.87	201.10	208.00
Sprinkling	9	M-Gal.	10.00	1.20	10.80	90.00
Class "B" Asphaltic Concrete	434.31	Ton	13.00	10.89	4,812.14	5,646.03
PA #1, Adj. Valve Boxes	4		40.00	28.85	115.40	160.00
					$7,585.51	$9,561.88

Gross Revenue	$9,561.88
Total Cost	7,585.51
Profit	$1,976.37

Net Profit Equals 20.6% of Gross Revenue

Rogue River (Depot St.-Main St.)
Contract #3176

Detail of Cost

Labor:

Labor		$2,124.51	
Labor Insurance		129.60	
			$2,254.11

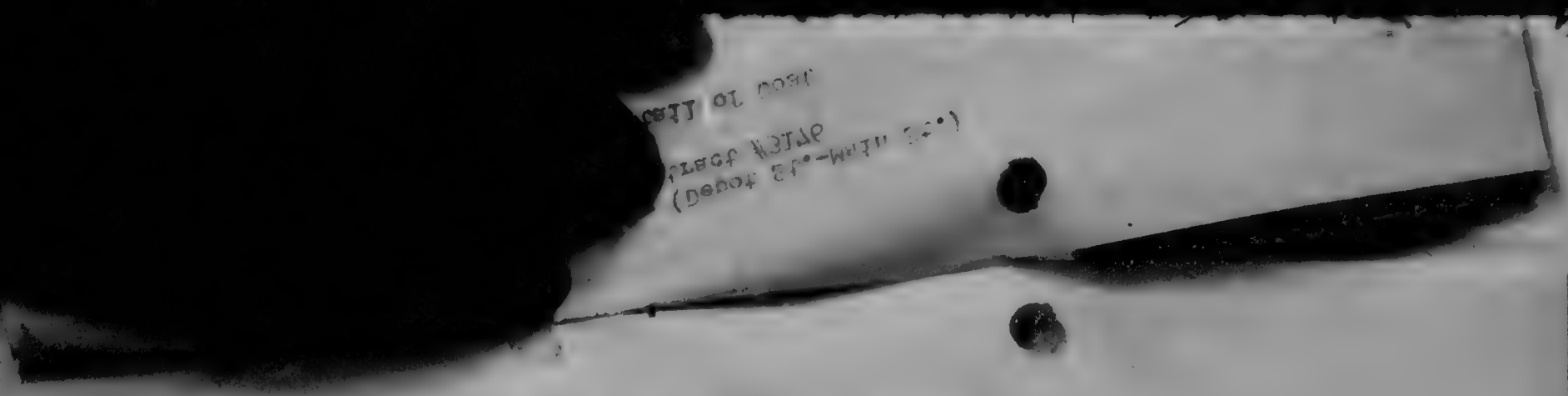
Materials:

Catch Basin Grates and Frames	7 each at $25.63	$179.40	
12" Concrete Sewer Pipe Including Freight	306 lin. ft. at	198.75	
Cement	6 sacks at $1.10	6.60	
Redi-mix Concrete	11 cu. yd. at $17.00	187.00	
Rock	400 cu. yd. at $1.85	740.00	
Asphalt Including Freight and Unloading	26 tons at $26.12	679.11	
			1,990.86

Equipment Rentals and Misc. Supplies:

Equipment Rental, Owned	$690.00	
" " , Hired Fully Operated	1,682.80	
Bond	86.58	
P.L. & P.D. Insurance	21.24	
Gas, Oil & Grease	50.38	
Misc. Supplies & Repairs	189.78	
Lumber for Catch Basins	23.87	
Home Office & Overhead	595.89	
		3,340.54

Total Cost $7,585.51



Rogue River (Depot St.-Main St.)
Contract #3176

Remarks:

This was a "City Project" financed by the State for grade widening and paving Depot and Main streets in the City of Rogue River in Jackson County. The contract was bid and awarded June 27th, 1949, work started July 28th, 1949, and was completed September 9th, 1949.

The contractor started work July 28th, 1949, with two men on the removal of walks and curbs. This required approximately two days due to the small quantities. A small profit was realized on these items.

The excavation was started July 29th, 1949, with a grader, Fordson loader and three trucks. The material was bladed into windrows and picked up by the loader and put into trucks and hauled and placed on another street in the city.

The contractor started laying Class "B" asphaltic concrete August 29th, 1949, completed the laying September 6th, 1949, layed a total of 434 tons in 40 hrs. for an average of 11 tons per hour. The paving plant was set up at the Medford Concrete Construction Co. and was the small type 500# capacity. The asphaltic mix was hauled approximately 24 miles, uwing 4 trucks. The material was handled on the street with an Adnun paver and one roller.

Due to good bid prices, supervision and fair equipment the contractor realized a nice profit.

E. H. Clymer
Cost Analyst

By . . George Kayser

RECEIVED
NOV 22 1949
FOR FILING

315-1702

3176

November 22, 1949

Snook Brothers
P. O. Box 687
Corvallis, Oregon

Gentlemen:

The State Highway Commission, at its meeting on November 8, 1949, had under discussion your request for an extension of time of 10 days, from August 31 to September 10, 1949, within which to complete your contract No. 3176 covering the Rogue River (Depot & Main Sts.) City Streets Section in Jackson County.

I am pleased to inform you that the Highway Commission granted your request without penalty. However, I was instructed to inform you that the Commission, in arriving at its decision, considered but did not necessarily adopt either the recommendation of the Engineer or the reasons given by you for failure to complete the project within the specified time.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc - K. D. Lytle,
Division Engineer

H. G. Smith

NOTED ON C
11-22-1949

RECEIVED
NOV 22 1949
FOR FILING

315-1702

3176

November 21, 1949

Maryland Casualty Co.
Baltimore 3
Maryland

Gentlemen:

Please be advised that State Highway Contract No.3176, for work on the Rogue River (Depot & Main Sts.) City Streets Section in Jackson County, has been completed by the contractor, Smeek Brothers, and that final payment in the amount of $804.47 will be made on or after December 1, 1949.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims, should there be any.

For your information we wish to advise that the total contract amount is $9,561.88, and that no force account work was performed on the project. This contract was completed on September 10 and accepted by the Commission on November 8, 1949.

We are sending you this notice as you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Hansen & Rowland, Inc.
611 Henry Bldg.
Portland 4, Oregon

NOTED ON CARD
11-21-49 gl

November 10, 1949

Mrs. Orva Jean Cruise
City Recorder
Rogue River, Oregon

Dear Madam:

This is to inform you that Contract #3176 with Snook Brothers for grade widening and paving of Depot and Main Streets was completed September 10, and accepted by the Highway Commission on November 8.

Under the terms of the agreement between the Highway Commission and the City of Rogue River, dated April 28, 1949, the City now assumes the maintenance of and continuous jurisdiction over the above city streets effective this date.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

NOTED
J. W. CATTRALL

John W. Cattrall
Acting Engineer,
County and City Relations

RHP:HH

RECEIVED
NOV - 1 1949
FOR FILING

311-1702
3176

October 31, 1949

Request for extension of time
No. 7
November 7 and 8 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from Scott Brothers for an extension of time on Contract No. 3176, City Streets in Rogue River, from August 31, 1949 to September 10, 1949.

This contractor had another contract with the Highway Department in Gold Beach and, because of difficulties encountered in the paving at Gold Beach, he was unable to move his equipment onto this project as soon as was anticipated. There was no inconvenience to the traveling public nor were the engineering costs increased by the delay in completion.

For these reasons I would recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

[redacted]
cc Mr. W. C. Williams
Mr. H. G. Smith

Form B-1—SM—1-48

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 10th., 1949

Section Rogue River (Depot and Main Streets)

Highway City Streets

Contractor Snook Brothers

Date of contract June 27th., 1949, 19

Date work started July 28th., 1949, 19

Amount of contract $ 11,545.00

Kind of work Grade Widening and Paving

Section prefix S15 - 1702

Contract number 3176

Date of completion August 31st., 1949, 19

Estimated date of completion Sept. 15th., 1949, 19

Per cent of time elapsed 115.38 %

Estimated cost of completed project, exclusive of engineering $ 12,110.00

Per cent of contract completed, based on total contract price 99% %

Engineering cost to date $ 449.00, 3.71 %

Date project was completed , 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed all work except minor cleaning up and restoration of one damaged sign belonging to the City of Rogue River.

NOTED
H. W. LIBBY

Signed Steve E. Roberts

Address P. O. Box 306, Grants Pass, Ore.

NOTED

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

Est. dates of Completion Aug.15/49 Aug.27/49 Sept. 10/49

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.11	0.11			0.11
Miles partially completed	------	-----			-----
Miles completed	0.11	0.11			0.11
Total estimated quantities	460	315			440
Estimated quantities moved or placed to date	460	315			440
Average daily quantities Past Week	None	None			17
Average daily quantities necessary to complete project on time	None	None			None
Number shifts per day	-----	-----			1
Hours per shift	-----	-----			8
Average force on project for week	-----	------			13

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers 1, Mixers ....., Concrete Paving plants 1

Compressors ....., Bulldozers ....., Sheep-foot rollers ..... Adnun Paver 1, Trucks 4 .....

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Warm		
Monday	Warm		
Tuesday	Warm		
Wednesday	Cloudy		
Thursday	Showers		
Friday	Showers		
Saturday	Cloudy		

RECEIVED
SEP 12 1949
OFFICE OF
CONSTRUCTION ENGINEER

RECEIVED
AUG 4 1949
FOR FILING

315-4.02
3176

August 4, 1949

Snook Brothers
P. O. Box 687
Corvallis
Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3176 which was awarded to you on June 27, 1949 by the State Highway Commission, covering grade widening and paving on the Rogue River (Depot & Main Sts.) Section of city streets, in Jackson County.

An executed copy of this contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.1

RECEIVED
JUN 29 1949
FOR FILING

315-4002

3176

June 29, 1949

Brook Brothers
329 North 18th Street
Corvallis, Oregon

Gentlemen:

The State Highway Commission on June 27, 1949, awarded you the contract for grading and paving on Depot and Main Streets in the City of Rogue River, Jackson County. This award was based on your low bid of $11,345 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

cc

cc - Mr. S M. Probert

CITY OF ROGUE RIVER
ROGUE RIVER, OREGON

June 8, 1949

Harold C. Ayers
Assistant Engineer
County and City Relations
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

I have been instructed to write you that the City Council of Rogue River accepts the blue print of the paving of Main Street and Depot Street as presented to Mayor Dengler yesterday, June 7, 1949.

Sincerely yours,

Orva Jean Cruise

Mrs. Orva Jean Cruise
City Recorder

NOTED
J. W. CATTRALL

RECEIVED
JUN 10 1949
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 10 1949
ENGINEER
COUNTY & CITY RELATIONS

NOTED
Harold C. Ayers

67-49

Rogue River 6-7-49
Depot Street at Pine,
looking northeasterly

Rogue River 6-7-49
Main Street at Oak,
looking westerly

RECEIVED
APR 29 1940
FOR FILING

Rogue River

Salem, Oregon
April 26, 1940

Mr. E. A. Collier
Office

Attached is a copy of an option for Cooperative Construction Project for the City of Rogue River.

The original of this option has been retained in Mr. Glaisyer's office for the Commission's files, and an approved copy has been sent to the City of Rogue River.

L. H. Warfield
Staff Engineer

LHW/ml

cc: S. H. Probert
John Cottrell

FORM S-20 10M 8-46 20466

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 28, 1949

SUBJECT:

To: Mr. R.H. Baldock

Attached for further handling by you are three copies of an Option for Cooperative Construction Project for the City of Rogue River

The original of this project has been retained in this office for the Commission's files and an approved copy has been sent to the City of Rogue River.

Secretary

rm

FILING

April 26, 1949

Mrs. Orva Jean Cruise,
City Recorder
City Hall
Rogue River, Oregon

Dear Madam:

I am enclosing herewith, for the records and files of the City of Rogue River an Option for Cooperative Construction Project for the year 1949. This project was approved and accepted by the State Highway Commission April 11, 1949.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

rm
enc. 1

NOTED
JOHN W. CATTRALL
25,000
1949

March 4, 1949

Mr. Willis Stiehl
Rogue River, Oregon

Dear Sir:

I have your letter of March 1 in which you make inquiry about the job to be done by the State Highway Commission in Rogue River.

It is not the intent of the State to do any of this work with state forces or with rented equipment. The entire project will be let as a contract by the Commission after the necessary surveys are done and plans completed. If you are interested in bidding on the job, I would suggest that you write to the Highway Commission in Salem requesting necessary forms for prequalification etc.

It is my understanding that the details of this job will be worked out in the field by our Resident Engineer, Mr. Walter B. Merrill, whose office is in the State Police Building in Medford. If you wish any details, I suggest that you discuss the matter with Mr. Merrill.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

Forrest Cooper
Engineer, County and City Relations

FC:MM

February 9, 1949

Mrs. Orva Jean Cruise, City Recorder

Rogue River, Oregon

Dear Madam:

On January 24, the Highway Commission approved a project for construction under the $250,000 special city fund in the City of Rogue River. The project involves the grading, surfacing and paving of Main Street from Pine to Oak and Depot Street from Main to Pine Street.

We have prepared an 'Option for Cooperative Construction Project' stating further the terms under which this work will be done. If this option meets the City's approval, will you see that the proper city officials sign and return all five copies to Forrest Cooper, Engineer, County and City Relations, c/o State Highway Department, P.O. Box 30, Salem, Oregon.

They will then be presented to the Highway Commission for acceptance. After the Commission's approval, a duly signed copy will be returned to the City.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

Forrest Cooper
Engineer, County and City Relations

JVH:MH
Encl.

October 29, 1948

Mrs. Orva Jean Cruise
City Recorder
Rogue River, Oregon

Dear Madam:

I have your letter of October 26 re street work in the City of Rogue River. I am sorry to hear that the City is unable to raise any funds for use on the contemplated project. I am asking our engineer, Mr. Harold Ayers, who has been making investigations for these city projects, to make a further study of the problem in Rogue River with the hope that we may be able to do something for you without the use of city funds.

Mr. Ayers will doubtless contact some of the city officials in the near future to study the problem further.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

Forrest Cooper
Engineer, County and City Relations

FC:MM

NOTED
JOHN W. CATTRALL

NOTED
J. F. HAGEMANN

NOTED
Harold C. Ayers

CITY OF ROGUE RIVER
ROGUE RIVER, OREGON

October 26, 1948

Oregon State Highway Commission
Oregon State Office Building
Salem, Oregon
Atten: C. H. Armstrong

Gentlemen:

I am in receipt of your letter concerning improvement of Main Street and Depot Street, and am sorry to inform you that the City Council finds it would be impossible to pay the $3,650 estimated as their share of the cost of the project were it approved.

At present the city water supply is in critical condition, and it looks as though some project would have to be undertaken to insure an adequate water supply.

As much as the City would like to have these improvements made, the budget for this year in no way would give them enough to share payment on the suggested project.

Very sincerely yours,

Orva Jean Cruise

Mrs. Orva Jean Cruise
City Recorder

RECEIVED
OCT 27 1948
ENG...
CO...

NOTED
J. F. HAGEMANN

RECEIVED
OCT 27 1948
OREGON
STATE HIGHWAY COMMISSION

NOT...
Harold C. Ayers

NOTED
JOHN W. CATTRALL

Rogue River 10-25-48

Saw Mrs. O. J. Cruise city recorder and Councilmen Donald Gelvin in regard to their failure to answer correspondence regarding the ability of the city to furnish funds for a Cooperative project. Also their City funds for 1949 25,000 Gas Tax allocation.

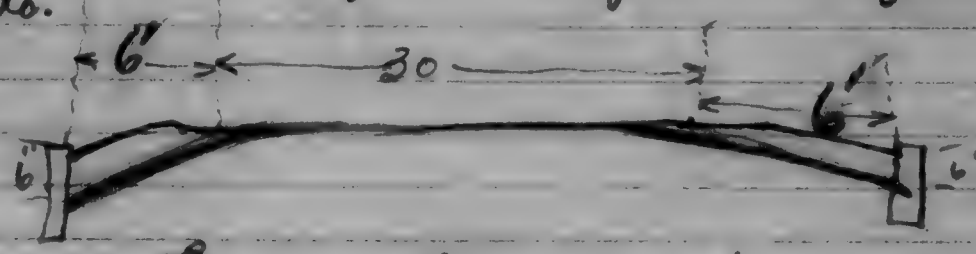
They advised they would be unable to give us an answer until after Nov 2 : bond Election.

They promised to advise us by letter as soon as possible.

HEG.

11-30-48

City said they would be pleased at anything we could do.



Excavate 6' each side to reestablish gutter base investigation found base on shoulder to be an average of 16" deep in spots only. Catch basins in at Broadway & Pine N side only. grade breaks at Oak on main grade to Evans Creek generally. from Oak to Wood Creek from Broadway.

HEG

Rogue River

Revised Preliminary estimate

Main St. Pine to Broadway.

665' - 46' wide

Excavation

665 x 12 x 6" + 10% =		
2722 x 6.65 = 148 + 10% = 162 @ $2.25		365.00
Grade preparation		200.00
leveling Course 665 x 40 x 2 = 225 @ $3.00		675.00
Asphaltic Concrete		
665' x 46' x 3"		
26600 x .01824 = 485 + 10 = 533 @ $12.00		6396.00
Drainage		
4 catch basins @	$75.00	300.00
90' 8" conc pipe @	1.60	144.00
300' 10" " " @	1.80	540.00
Structure. Hoolihan x 2 x 3'	100 cyd @ $3.50	350.00
		8970.00
Plus 10%		897
		9867.00
Prel Eng		400
		$10,267.00

$10,300.

Sheet 2 of 3

OREGON STATE HIGHWAY DEPARTMENT

Department of County and City Relations

ROAD LOG DATA SHEET

Location Rogue River Logged by H. C. A. Car No. 48-40

Road or Street Main Street Recorder C. H. A.

Date 6-24-48 Weather Warm Project $59,000

M. P.	Location	Length	Width	Type	Condition	Remarks
	Pine to Broadway	665'	40'	Oiled	Fair	
		0.27				
	Broadway to Gilmore	700'	20'	Oiled	Fair.	
	No Curbs gutter on South side between Depot and Park Streets					
	Main street between Pine & Oak 1/2 of curbs installed North Side. Curb South side					
	Oiled surface between Broadway and Gilmore should be patched and possibly reinforced.					

Sheet 3 of 3

OREGON STATE HIGHWAY DEPARTMENT

Department of County and City Relations

ROAD LOG DATA SHEET

Location Rogue River Logged by H.C.G. Car No. 48-40

Road or Street Depot Street Recorder C.H.G.

Date 6-24-48 Weather Warm. Project 250,000

M. P.	Location	Length	Width	Type	Condition	Remarks
	between main st and Oak St Intersts	65'	31'	Oil	Fair.	Curbed both sides.
	between bridge & P.R.	0.2 400'	20'	Oil	Fair	should be resided
	between Oak st intersection and R.R.	400'	38'			Curbed.

all heavy hauling is on Depot-main & Gilmore streets and would all qualify for aid under this act.

Sheet 1 of 3

OREGON STATE HIGHWAY DEPARTMENT

Department of County and City Relations

ROAD LOG DATA SHEET

Location Rogue River Logged by H.66 Car No. 48-40

Road or Street Gilmore Street Recorder C. H. A.

Date 6-24-48 Weather Warm Project $250,000 fund

M. P.	Location	Length	Width	Type	Condition	Remarks
	From Mill entrance to	800'				
	main St.	415	20'	Gravel	Poor	This street is almost wholly used by saw mill Could be graded and some resurfacing done.

Sheet ____ of ____

OREGON STATE HIGHWAY DEPARTMENT

Department of County and City Relations

ROAD LOG DATA SHEET

Location Rogue River Logged by JHG Car No. 48.40

Road or Street Off Recorder C Armstrong

Date 6-24-48 Weather wind Project

M. P.	Location	Length	Width	Type	Condition	Remarks
	Depot St	65'	31'			
	Oak St	80'	31'	bitum	maint Depot	
	Depot-Station		38'			
	Main St					
	Pine & Broadway		40'			No gutters on both sides between Depot & Park St ~~& Oak St~~ on Main St between Pine & Oak 1/2 of Curb installed
	Oak St.					
	between Main & Depot					
	Oak between Pine & Broadway & Gilmore should be graded & possibly resurfaced					

Sheet _____ of _____

OREGON STATE HIGHWAY DEPARTMENT

Department of County and City Relations

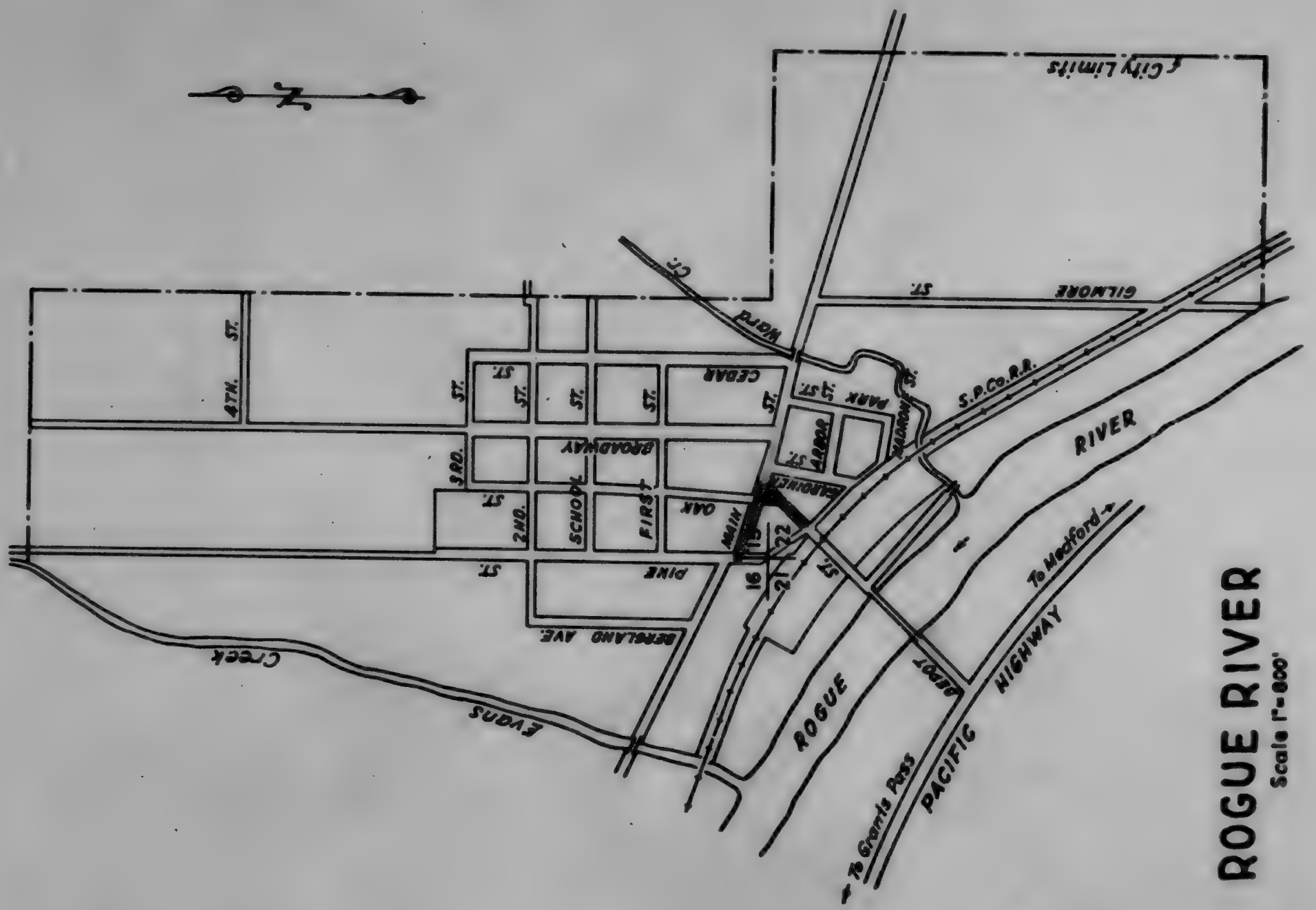
ROAD LOG DATA SHEET

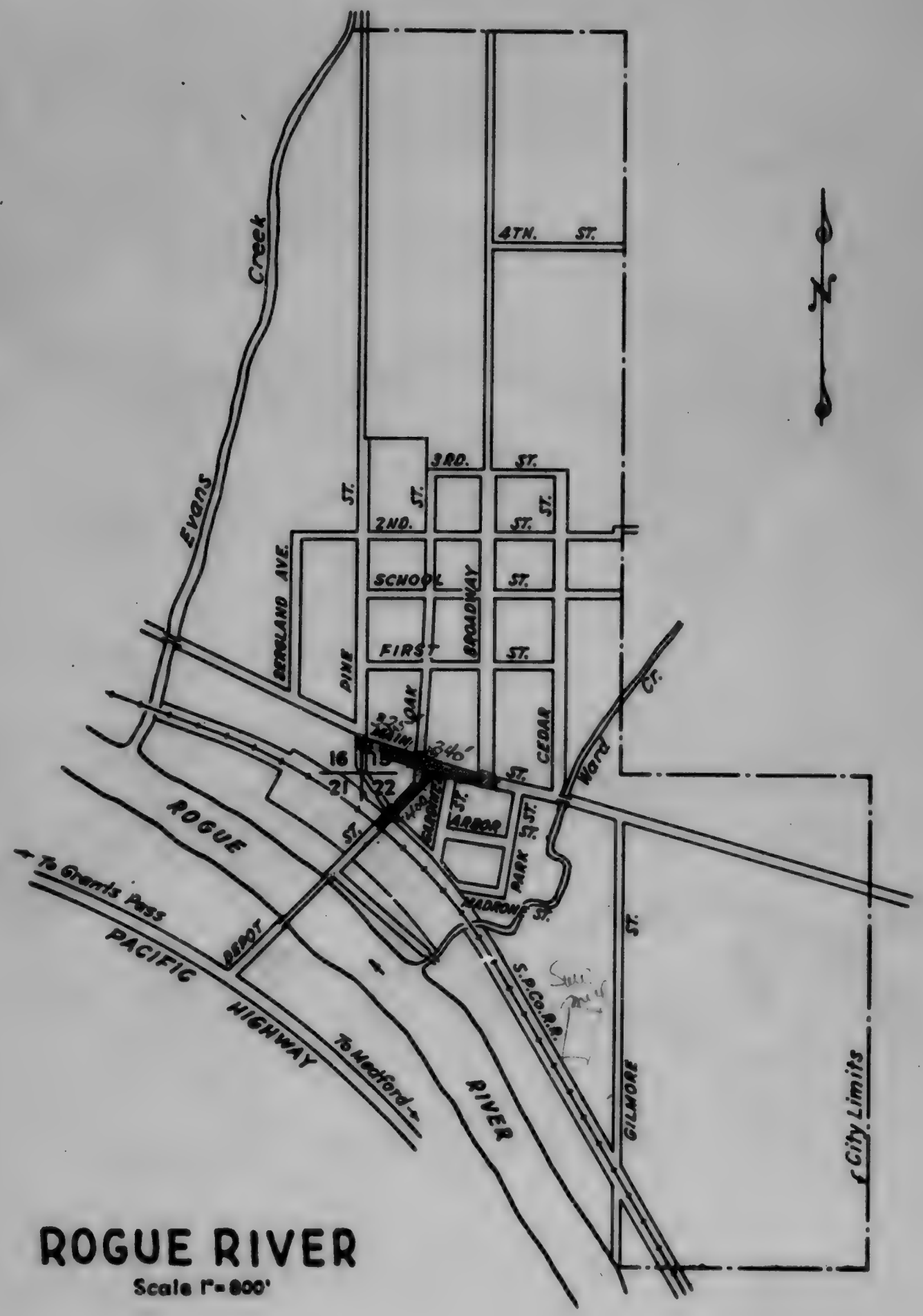
Location _____ Logged by _____ Car No. _____

Road or Street _____ Recorder _____

Date _____ Weather _____ Project _____

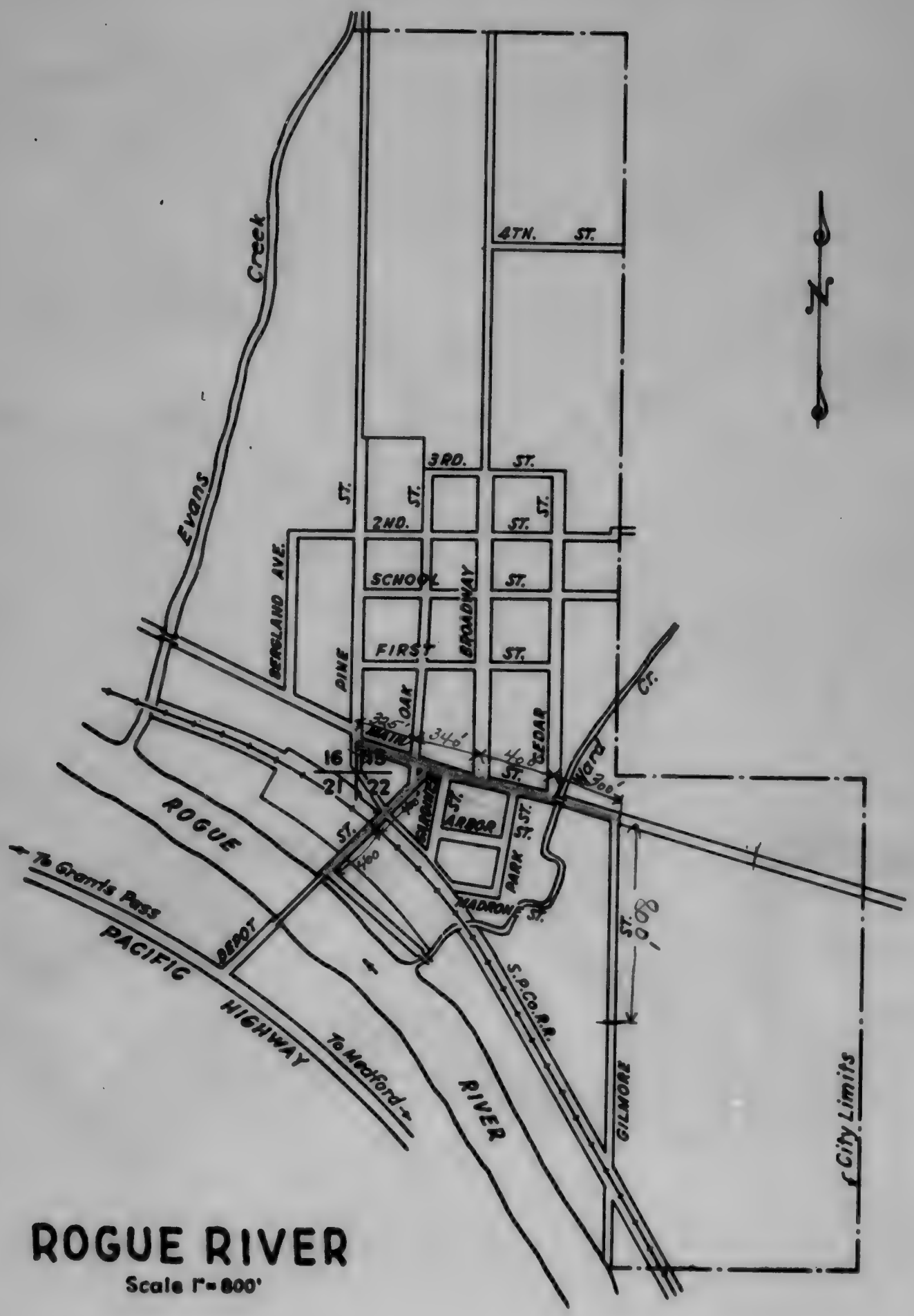
M. P.	Location	Length	Width	Type	Condition	Remarks
	Oiled surface on Approach to bridge — 1 R.R				Low	wide and should be raised
	Gilmore St. leads to saw mill					Saw mill almost worn should be pulled & some surfacing material added


City limits
GILMORE ST.
S.P.Co.R.R.
RIVER
PARK ST.
MORRIS ST.
ALDER ST.
CEDAR ST.
4TH. ST.
BROADWAY
3RD.
2ND. ST.
SCHOOL
FIRST
OAK
MAIN
PINE ST.
BERGLAND AVE.
Creek
EVANS
ROGUE
To Grants Pass
To Medford
PACIFIC HIGHWAY
ROGUE RIVER
Scale 1"=800'



ROGUE RIVER

Scale 1"=800'



ROGUE RIVER

Scale 1"=800'

R E S O L U T I O N

4-6-48

WHEREAS, Section 2 of Chapter 425, Oregon Laws 1947, provides:

"Beginning with the year 1947 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, Chapter 413, Oregon Laws 1945; section 115-528, O.C.L.A., in the event it becomes law; section 29 of house bill No. 175 of the forty-fourth legislative assembly, and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act; but in no event shall payment under this act be made to cities for any year unless more than $11,000,000 is credited to such fund, and allocations hereunder shall be made to cities only from any excess over $11,000,000 credited to such fund in any year",

and

WHEREAS, Section 3 of said act provides that:

"Such appropriation shall be allocated to the cities as follows: The sum of $250,000 shall be withdrawn from such appropriation and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said $250,000 shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities",

and

WHEREAS, the City of Rogue River is an incorporated city of the State of Oregon, and has a population of 500 474 m., as given by the latest official census, and

WHEREAS, the following streets of said city, Depot Street, Main Street, Gilmore Avenue and Oak Street

_____

_____

_____

_____,

are not a part or parts of the state highway system, but are streets of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy industrial traffic", and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement, and such city is without necessary funds with which to do said work,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit: _____

Depot Street, Main Street, Gilmore Ave. and Oak Street

_____

_____

_____

_____,

are in need of repair, reconditioning and other major improvement.

2. That said streets are in their present state and condition of disrepair, by reason of a sudden increase in population in the area, or because of excessive and unusual industrial traffic, and the city is without the funds necessary to put said streets in proper condition for the traffic to which they are being subjected.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair and other improvement out of funds allocated and made available by and through

the said $250,000 appropriation of state highway revenues.

4. That the City of Rogue River does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation.

Passed and approved this 6th day of April, 1948

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- - - - - - - - - - -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Rogue River at a regular or special meeting of said council, held on the 6th day of April, 1948, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 9 day of April, 1948.

Irva Jean Cruise
City Recorder

ROGUE RIVER

Scale 1"=800'

120-4214 Veneta-Fisher Road Section 1949
Richardson-Eugene Sec. Hwy.

#3177

RECEIVED
JAN 17 1950
FOR FILING

120-42.14

3177

The Central Heating Co.
(Contractor)

Contract No. 3177 Est. No. 4 & 5 Final

Warrant No. 365934 Date 1/11/50

Amount $ 2,335.24

The above warrant in payment of FINAL ESTIMATE on above contract has been received and will be held by the Accounting Division until authority to release is received.

Accepted 11-8-49

Time Extensions ok to 10-6-49 W/O penalty

Claims None

Remarks:

Date: 1-16-60

Release of the above warrant is hereby authorized.

Warrant mailed, (date)

RECEIVED
JAN - 9 1950
FOR FILING

R. H. Baldock

December 27th, 1949

COST ANALYSIS-FINAL REPORT
Veneta-Fisher Road Section
Pavement Resurfacing Project

Contract #3177
Prefix 120-4214

Contractor: Central Heating Co.
Resident Engineer: E. E. Umphlette

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
3/4"-0" Material in Shoulders	1,792	Cu. Yd.	$2.90	$3.09	$5,553.52	$5,196.80
Sprinkling	29.37	M-Gal.	2.00	2.25	66.08	58.74
Class "B" Asphaltic Concrete in Patching	218.68	Ton	7.34	6.15	1,344.88	1,605.11
Class "B" Asphaltic Concrete	10,382.38	"	6.84	5.84	60,670.20	71,015.48
					$67,634.68	$77,876.13

Gross Revenue	$77,876.13
Total Cost	67,634.68
Net Profit	$10,241.45

Net Profit Equals 13.1% of Gross Revenue

Veneta-Fisher Road
Contract #3177

Detail of Cost

Labor:			
Supervision		$1,500.00	
Labor		4,806.00	
Labor Insurance		472.95	
			$6,778.95
Materials:			
Aggregate for Plant Mix & Shoulders	10,273 cu. yd. at $1.69	$17,361.37	
Asphalt	652 ton at $27.70	18,060.40	
			35,421.77
Equipment Rental & Misc. Supplies:			
Equipment Owned		$6,450.00	
Equipment Hired, Fully Operated		10,110.19	
Gas, Oil & Grease		5,630.12	
Home Office & Overhead		2,000.00	
P.L. & P.D. Insurance		725.00	
Bond		518.65	
			25,433.96
Total Cost			$67,634.68

Veneta-Fisher Road
Contract #3177

Remarks:

This was a "State Project" for 5.23 miles of patching and pavement resurfacing on the Veneta-Fisher Road Section in Lane County. This contract was bid and awarded June 27th, 1949. Work started July 27th, 1949, and was completed October 6th, 1949.

The contractor started patching and paving July 27th, 1949, and completed August 27th, 1949.

The Class "B" asphaltic concrete was mixed at the contractor's plant located at the Eugene Sand & Gravel Co. in Eugene, where they had a subcontract from the Beebe Construction Co. to lay the Class "B" asphaltic concrete on the Eugene job.

The contractor has a 2,000-lb. batch mixer and got very good production, averaging 53 tons per hour. This material was hauled an average of 10 miles, using an average of 8 to 10 trucks. Other equipment used was one Adnun paver, two rollers and one grease truck. Crew consisted of 3 men at the plant, 7 men on the street and 9 truck drivers. A nice profit was realized on the Class "B" asphaltic concrete.

The 3/4" shoulder rock was purchased from the Eugene Sand & Gravel Co. and hauled an average of 10 miles, using eight 5 cu. yd. trucks. Equipment used to place the rock was one blade, water wagon and one roller. Production was low, resulting in a slight loss.

Good supervision, equipment and bid prices resulted in a nice profit on the total contract.

E. H. Clymer
Cost Analyst

By . . George Kayser

RECEIVED
DEC 16 1949
FOR FILING

120-4214
3177

December 16, 1949

Eugene Insurance Agency
27 East Broadway
Eugene, Oregon

Gentlemen:

Please be advised that State Highway Contract No. 3177, for resurfacing on the Veneta-Fisher Road Section of the Richardson-Eugene Secondary Highway in Lane County, has been completed by the contractor, The Central Heating Co., and that final payment in the amount of $2,335.24 will be made on or after December 26, 1949.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $77,875.09, and that no force account work was performed on the project. This contract was completed October 6 and accepted by the Commission November 8, 1949.

This notice is sent to you because you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

el

cc: General Casualty Co.of America
General Insurance Bldg.
Seattle 5, Wash.
Attn: Legal Dept.

NOTED ON CARD
12-16-49 gf

RECEIVED
NOV 22 1949
FOR FILING

120-4214

3177

November 22, 1949

The Central Heating Co.
865 Olive St.
Eugene, Oregon

Gentlemen:

The State Highway Commission, at its meeting on November 8, 1949, had under discussion your request for an extension of time of 15 days, from September 30 to October 15, 1949, within which to complete your contract No. [illegible] covering the Veneta-Fisher Road Section of the Richardson-Eugene Secondary Highway in Lane County.

I am pleased to inform you that the Commission granted your request from September 30 to October 6, 1949, on which date the contract was completed, without penalty. However, I was instructed to inform you that the Commission, in arriving at its decision, considered but did not necessarily accept either the recommendation of the Engineer or the reasons given by you for failure to complete the project within the specified time.

Very truly yours

Secretary

gl

cc: E. D. Lytle,
Division Engineer

H. O. Smith

NOTED ON CARD
11-22-49 gl

RECEIVED
OCT 1 S 1949
FOR FILING

120-4214

3177

October 18, 1949

General Casualty Co. of America
Eugene Insurance Agency
27 East Broadway
Eugene, Oregon

Gentlemen:

You are advised of the intention of the State Highway Commission to release to The Central Heating Co. a portion of the funds that heretofore have been retained by the Commission, in connection with contract No. 3177 for resurfacing on the Veneta-Fisher Road on the Richardson-Eugene Secondary Highway in Lane County. This payment, which is in the amount of $8,828.90, reduces the retained percentage to 5% of the total amount earned by the contractor, or the sum of $2,336.28. The present payment to the contractor will be made on or after October 28, 1949.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is sent to you because you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn

cc - General Casualty Co. of America
General Insurance Bldg.
Seattle 3, Washington

NOTED [illegible]

10-18-49

RECEIVED
NOV - 1 1949
FOR FILING

120-4214

3177

October 12, 1949

Request for extension of time
No. 11
November 7 and 8 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from The Central Heating Company for an extension of time on Contract No. 3177, Veneta-Fisher Road Section of the Richardson-Eugene Secondary Highway, from September 30, 1949 to October 15, 1949.

The contractor was required to purchase his rock for completion of the shoulders on this project from a commercial plant and was unable to secure delivery soon enough to complete the project within the time limit. The delay occasioned has not created any additional cost to the Highway Department and the traveling public was not inconvenienced.

This project was completed on October 6, 1949, and I would recommend the extension to that date without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.
cc Mr. W. C. Williams
Mr. H. G. Smith

li

Form E-1—5M—1-48

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 8, 1949

Section Veneta-Fisher Road — Kind of work Pavement Resurfacing

Highway Richardson-Eugene Secondary — Section prefix 120-4214

Contractor The Central Heating Company — Contract number 3177

Date of contract June 27, 1949 — Date of completion September 30, 1949

Date work started July 27, 1949 — Revised date of completion October 6, 1949

Amount of contract . . . . . $ 78,654.00 — Per cent of time elapsed 101/95 106 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 78,100.00

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date $ 3,400.00, ...% — Date project was completed 6 October, 1949

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

PROGRESS BY CONTRACTOR

Contractor completed project this week October 6th by finishing placing "3/4 - 0" material in shoulders.

NOTED
H. G. SMITH

NOTED
H. W. LIBBY

NOTED
E. M. [illegible]

Signed E. E. Voughlett

Address Old Postoffice Building-Eugene, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own fi[illegible]

	GRADING	SURFACING Shoulders	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		5.3			5.3
Miles partially completed					
Miles completed		5.3			5.3
Total estimated quantities		2,000.00			10,600
Estimated quantities moved or placed to date		1,780			10,600
Average daily quantities		262			Completed
Average daily quantities necessary to complete project on time		Completed			
Number shifts per day		1			
Hours per shift		8			
Average force on project for week		13			

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	4					1	5
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons	8						8
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....1....., Rollers ....1....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheep-foot rollers .....Water truck - 1....., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	Cloudy		
Wednesday	Showers		
Thursday	Rain		
Friday			
Saturday			

RECEIVED
OCT 10 1949
OFFICE OF
CONSTRUCTION ENGINEER

RECEIVED
JUL 18 1949
FOR FILING

120-4214

3177

July 15, 1949

The Central Heating Co.
865 Olive St.
Eugene, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3177 which was awarded to you on June 27, 1949 by the State Highway Commission, covering resurfacing on the Veneta-Fisher Road Section of the Richardson-Eugene Secondary Highway in Lane County.

An executed copy of the above contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

Recorded 7-15-49

RECEIVED
JUN 29 1949
FOR FILING

120 - 4214

3177

June 29, 1949

Central Mating Company
865 Olive Street
Eugene, Oregon

Gentlemen:

The State Highway Commission on June 27, 1949, awarded you the contract for pavement resurfacing on the Veneta-Fisher Road Section of the Richardson-Eugene Secondary Highway, in Lane County. This award was based on your low bid of $78,654 submitted on that date.

Contract forms will be sent to you for execution within a few days

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

cc

cc - Mr. S H. Probert

RECEIVED
JAN 5 - 1949
FOR FILING

120-4214

3177

January 4, 1949

410 W
4490
4540

Mr. Charles V. Liles, Master
Crow Grange No. 450
Route 1
Veneta, Oregon

Dear Sir:

Receipt is acknowledged of your letter of December 27, 1948, having further reference to elimination of the railroad grade crossing on the section of Route "7" between Veneta and Eugene.

We are working on this matter with the County Court of Lane County and the Southern Pacific Railroad Company in an effort to arrive at a satisfactory arrangement. At the present time it is not contemplated to close the existing county road crossings in the near vicinity, and the Southern Pacific Company naturally does not believe that any particular hazard would be eliminated if the two existing grade crossings were to remain in place.

You may rest assured that we are making every effort to arrive at a satisfactory solution, so that the grade separation may be constructed.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:ms

Route 1
Veneta, Oregon

December 27, 1948

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Commission
Salem, Oregon

Dear Sir:

This will refer to our recent correspondence with regard to the completion of the section of Route F between Veneta and Eugene.

Upon receipt of your letter explaining the reasons for the delay in construction of the railroad crossing, a letter was written the Southern Pacific Company, enclosing your letter. The enclosed copy of their reply needs no explanation.

As that crossing is a definite hazard to life and property, the members of our organization, as well as others in this area, feel very strongly regarding this matter. Again, we urge you to do everything in your power to expedite the completion of that particular section of Route F.

We will appreciate your cooperation in this matter.

Yours very truly,

CROW GRANGE #450
Charles V. Liles
Charles V. Liles, Master

RECEIVED
DEC 23 1948
OREGON
STATE HIGHWAY COMMISSION

Southern Pacific Company

Union Station, Portland 9, Oregon

L. P. Hopkins
Superintendent

In reply please refer to
323-3

Mr. Charles V. Liles, Master
Crow Grange #450
Route 1
Veneta, Oregon

Dear Sir:

Referring to your letter of November 20th relative completion of that section of Route F between Veneta and Eugene and enclosing copy of letter received from Oregon State Highway Commission.

Oregon State Highway Commission petitioned Public Utilities Commission in 1947 to determine amount that Southern Pacific Company should be required to contribute in constructing an overcrossing on this route. A. hearing was held at Salem ofer a year ago and Public Utilities Commissioner has not yet decided this case. We are informad that reason it was not decided was because State Highway Commission requested that decision be postponed.

This is the present status of this overcrossing.

Yours truly,

/s/ L. P. Hopkins

RECEIVED
NOV 15 1948
FOR FILING

November 12, 1948

Mr. Charles V. Liles, Master
Crow Grange #456
Route 1
Veneta, Oregon

Dear Sir:

In reply to your letter of recent date, requesting improvement of that section of road crossing the railroad track between Eugene and Veneta, you are advised that construction of an overhead crossing and the oiling of the unoiled portion is in the Highway Commission's program for early construction, but we have been unable, as yet, to secure a satisfactory agreement with the Southern Pacific Railroad Company relative to the over-crossing. We hope for an early settlement of this matter, so that bids can be called for the completion of this project.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:ms

Route 1,
Veneta, Oregon

NOTED
W. C. WILLIAMS

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

In further study of the road situation, the members of Crow Grange wish to recommend, in addition to the completion of the state road between Monroe and Anlauf, the completion of the road between Eugene and Veneta. It is our belief that the section of that road crossing the railroad track is a definite safety hazard.

Your thoughtful consideration of both of these construction projects will be greatly appreciated.

Yours very truly,

Charles V. Liles
Master, Crow Grange #450

Marion Beehringer
Secty. Crow Grange #450

RECEIVED
NOV 4 1948
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 24 1948
FOR FILING

120-H214
3177

June 22, 1948

Mr. Frank W. Marshik
Veneta Improvement Association
Veneta, Oregon

Dear Mr. Marshik:

In your letter of June 19, 1948, just received, you ask the State Highway Commission to improve a one-mile section of the "Route F" Highway at Christner Gap in order to eliminate the hazardous conditions that now exist.

The State Highway Commission at its recent meeting had this matter under discussion as the result of previous communications from people of your district. In the discussion it has been pointed out that improvement of the one-mile section that you have in mind is now contained in the Commission's Three Year Postwar Program, but the work cannot go forward because of a controversy with the railroad company which is involved.

The Highway Commission is hopeful that the differences can be ironed out in the not distant future so that the project can be advertised for bids. I can assure you that it is the wish of the Commission to place this work under contract as soon as possible.

Incidentally, you probably will be interested to know that the Commission has discussed the further improvement of this road west of the project that is now under way and contemplates inspecting it on one of its inspection trips this summer. This does not mean, of course, that the Commission intends to make a commitment or promise with respect to it, but it wants to look over the road so it will have first hand information concerning it when the programming of future funds comes up for discussion.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HEG:ee 6-23

Veneta Improvement Assn.

VENETA, OREGON

JUNE 19th 1948

BOARD OF DIRECTORS
RALPH JOHNSON
A. MERLE SCOTT
DR. C. C. CARROLL
FRANK MARSHIK
ARCHIE MARSHIK
WILLIAM SMEGLEY
ARTHUR W. McGUIRE

COOPERATING WITH THE VENETA CONSOLIDATED P.T.A. AND VENETA SCHOOL DIST. No. 28 IN THE ERECTION OF A GYMNASIUM AND RECREATION CENTER TO BE DEDICATED TO THE VETERANS.

STATE HIGHWAY COMMISSION
SALEM OREGON
GENTLEMEN:

WEST ELEVENTH ROAD LEADING OUT OF EUGENE OREGON AND BETTER KNOWN AS ROUTE F TO VENETA OREGON BADLY NEEDS ONE MILE OF REPAIR FROM CHRISTNER GAP TO THE POINT WHERE ROUTE F BEGINS. THIS ONE MILE HAS BEEN A DISGRACE TO ALL TOURIST AND PEOPLE LIVING WEST OF EUGENE OREGONAND WHICH HAS A TERRIFIC TRAFIC FOR TRUCKS AND PLEASURE CARS .

CHRISTNER GAP SHOULD BE COMPLETED AND THE ROAD STRAIGHTENED TO TAKE CARE OF THE TRAFFIC WHICH NOW HAS TO PASS OVER THE MILE OF ROUGH, HAZARD ROAD AND HAS CAUSED MANY AN ACCIDENT WHICH COULD EASILY HAVE BEEN PREVENTED IF THIS ONE MILE ROAD BE IS FINISHED.

PLEASE GIVE THIS YOUR ATTENTION AS THE CITIZENS WEST OF EUGENE OREGON ARE VERY MUCH INTERESTED IN THE COMPLETION OF THIS ONE MILE OF ROAD.

YOURS VERY TRULY,

VENETA IMPROVEMENT ASSOCIATION

PER& Frank W Marshik

RECEIVED
JUN 2[illegible] 1948
OREGON
STATE HIGHWAY COMMISSION

ERED
H. B. GLANSYER

RECEIVED
MAY 31 1949
FOR FILING

C 12D-4214

3177

Agenda item 4-e

May 28, 1949

Mrs. John T. Frederickson
Mapleton,
Oregon

Dear Mrs. Frederickson:

On April 23, 1949 you directed a letter to the State Highway Commission urging the construction of the Route 9 highway between Reedsport and Mapleton. Your request has been investigated by the Engineer and his report on the subject was presented to the Commission this week.

I was instructed to inform you that the Highway Commission is attempting to improve this route as rapidly as funds are available, but it does not have money that it can spare for the purpose at the present time. Furthermore, the Commission intends to give this project serious consideration in the formulation of future construction programs, although at this time no definite commitment or promise can be made as to whether or not it will be possible to allocate funds for this road.

The Commission is making plans to make several inspection trips this summer and undoubtedly will inspect this project along with others on one of those trips.

Respectfully yours,

Secretary
Oregon State Highway Commission

EBG:h

FORM E-30 25M 8-47

42

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 26, 1948

SUBJECT: Improvement "Route F" between Eugene and Mapleton

To: Mr. H. B. Glaisyer

With reference to the attached letter, the Commission ordered that Mrs. Fredericksen be advised that the project she suggests will be given consideration when future programs are developed.

R. H. Baldock

RHB:hi

TOM 11-47

COMMISSIONERS

T. H. BANFIELD, CHAIRMAN
PORTLAND

A. W. SCHAUPP, MEMBER
KLAMATH FALLS

BEN. R. CHANDLER, MEMBER
COOS BAY

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
CHIEF COUNSEL

H. B. GLAISYER
SECRETARY

May 3, 1948

Oregon State Highway Commission

Gentlemen:

I attach hereto a copy of a letter addressed to the Oregon State Highway Commission by Mrs. John E. Fredericksen of Mapleton, Oregon, having reference to improvement of "Route y" between Eugene and Mapleton. As you know, we are attempting to improve this route as fast as funds are available and probably further improvement will be included in the next construction program.

I suggest that Mrs. Fredericksen be advised that the Highway Commission is aware of the desirability of improving the road when funds are available and that the improvement will be considered along with the entire state program when the next construction program is adopted.

This matter will be on the agenda.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.

COOS BAY
BEN M. CHANDLER
KLAMATH FALLS
W. M. SCHANILEC
BOARDMAN
I. H. BANFIELD, CHAIRMAN
COMMISSIONERS

C
o
p
y

Mapleton, Oregon
April 23, 1948

State Highway Commission
Salem, Oregon

Dear Sirs:

To reach Eugene the largest town in Lane Co. and our county seat we have to drive over Highway 36 from Mapleton to near Junction City.

Have you traveled this Highway lately? Have you noticed how much trucking is being done over this route? I wish I had time to sit and check traffic and compare it with a check you may have on record from before the war.

And if that check on a week day of trucking didn't floor you then what about our week end travel?

What prompted this letter was a trip I made to & from Eugene on a Monday a few weeks ago. I met a loaded logging truck on a blind curve near the Junction of the Nelson Creek road. He had 2 1/2 feet if not more on my side of the yellow line. I had the inside since I was headed west and by the grace of God alone we didn't wreck as Mrs. Earl Whittaker of Mapleton did a few months ago near the power plant just west of Triangle Lake. She met a legging truck, too.

Have you been aware of the fact that Lane county now ranks 2nd to Multnomah County in population. I think if you check farther you'll find the Western part of Lane County has a lot of people who shop in Eugene and there is an average once a wk. trip for most of us. On Fri. Sat. and Sun I believe from the traffic coming to our coast that the Eastern part of the county makes a weekly trip out here.

You know this would lead up to some thing - Sure - Route F. I feel that the State Highway Commission has all the power in their hands to get funds to put power in their hands to get funds to put those tunnells thru and complete that water level grade and relieve some of the traffic over the pass and that narrow crooked Highway 36. I've traveled Highway 36 since it was built and at one time it was quite adaquate, but not any more.

I'd truly like to see you make a real effort to relieve the situation in Western Lane County. We need your help badly.

Sincerely,

/s/ Mrs. John E. Fredericksen

Mapleton Oregon
April 2?, 1948

State Highway Commission
Salem, Oregon

NOTED
W. C. WILLIAMS

Dear Sirs:

In reach Eugene the largest town in Lane Co. and our county seat we have to drive over Highway 36 from Mapleton to near Junction City.

Have you traveled this Highway lately? Have you noticed how much trucking is being done over this route? I wish I had time to sit and check traffic and compare it with a check you may have on record from before the war.

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You know this would lead up to some thing — Sure — Route F. I feel that the State Highway Commission has all the power in their hands to get funds to put those tunnells thru and complete that water level grade and relieve some of the traffic over the pass and that narrow cracked Highway 36. - I've traveled Highway 36 since it was built and at one time it was quite adaquate, but not any more -

I'd truly like to see you make a real effort to relieve the situation in Western Lane County - We need your help badly.

Sincerely

Mrs. John E. Frederickson

RECEIVED
JUN 2 1948
FOR FILING

120-4214
3177

May 26, 1948

Cross Referenced To
Albin
Petitions
Lane Co.

Mr. Burt Christian
Route 1, Box 311
Eugene, Oregon.

Dear Mr. Christian:

This letter is directed to you as the first signer of the petition that has just been received in the office of the State Highway Commission, requesting the oiling of a one and one-half mile section of the Route 7 Highway about six miles west of Eugene, also requesting the improvement of a railroad crossing on this section of the highway.

This petition is one of several that has been received by the State Highway Commission, some of which were discussed by the Commission at its meeting in April of this year. At that time the Commission was advised by the State Highway Engineer that the one and one-half mile section is one of the projects in the Post War Program, and that the improvement will be undertaken as soon as controversial matters involving the railroad company can be ironed out satisfactorily. We anticipate that bids will be called for the work in the not too distant future. In the meantime the State Highway Commission feels that it is not justified in committing any great amount of money for the improvement of sections of this highway which, you might say, would be lost or wasted when the major project is placed under contract.

The Commission is doing the best that it can with monies available to improve this highway throughout its entire length. In fact they intend to consider it in the formulation of its next construction program although it is not possible at the present time to make any commitment or definite promise that it will be included in the program. I shall be pleased to present your petition to the attention of the State Highway Commission.

Respectfully yours,

Secretary
Oregon State Highway Commission

MM:b

W. C. Williams

FOR FILING

PETITION

We the undersigned respectfully petition the Oregon State Highway Department to improve, by oiling, the one and one-half mile unfinished portion of highway six miles West of Eugene on Route F, and also improve the rail road crossing, which is very dangerous. This is the heaviest traveled road West of Eugene and we feel action should be taken at once.

(Signed by all residents of the area)

NOTED
W. C. WILLIAMS

Members of the State Highway Commission:

In acknowledging receipt of this petition I have advised that improvement of the section to which they refer is now in the construction program and that it is the intention to place the work under contract as soon as controversial matters with the rail road company have been ironed out satisfactorily.

I also advised the petitioners that the Commission expects to give this improvement of the Route F highway consideration in the formulation of its next construction program although no commitment or promise that it would be one of the approved projects can be made.

HHS

Secretary

HHS:jb

ACKNOWLEDGED
H. B. GLAISYER

NOTE TO
DATE 5/2

PETITION

We the undersigned respectfully petition the Oregon State Highway Department to improve, by oiling, the one and one-half mile unfinished portion of highway six miles West of Eugene on Route F, and also improve the rail road crossing, which is very dangerous. This is the heaviest traveled road West of Eugene and we feel action should be taken at once.

Bert Christian	R 1	Box 311 Eugene
Ethel Christian	R 1	Box 311 Eugene
Price Young	Rt. 1	Box 317 Eugene
William Van Blaricom	Rt. 1	Box 729 Veneta
Mrs Wm Van Blaricom	Rt. 1	Box 729 Veneta
Billy Wiseman	Real Estate Broker	1603 11th St. Eugene
Paul L. Eaker	Rt 1	Box 213 Veneta
Mrs [illegible]	Rt 1	Box 213 Veneta
R. C. Royston		1858 High Eugene
W D Master		2430 Cherry Grove
J O Barker		146 Clay Dr
Charles E. Lemon		2680 Hazelwood
E. C. Wilson		R 1
Eugene Wyatt		1571 11th St.
[illegible] Hatley		Eugene RR 3
Bert Hatley		Eugene RR 3
[illegible] Hopkins		Eugene 412 Lincoln
O. E Kimbel		Eugene 1144 Chambetan
V A Huddleston		Natl Ore.
Frank Flick		Veneta Ore

[illegible] Reed	R.R.1 Box 306
Pauline Reed	R. R. 1 Box 306.
A C Halverson	R 5. B. 211 Eugene Ore
Guy W. Wilson	R 5 - Box 212 Eugene Oregon.
Ethel F. Wilson	R 5. Box 212 Eugene Oregon
Arthur R. McCarty	471 Grand Ave. Phone.
Wayne E. Thomson	1531 N. 99 Eugene
Hester Laughlin	Note One
Guy Harshbarger	R. 5. Eugene
Emma Harshbarger	R 5 Eugene
Gilbert L. Harshbarger	R 5 Eugene
L E Keathley	Rt 3 Eugene
J G Blake	R 6 Adams Eugene
Ray Wingate	Rt 5. Box 301
Edward L. Bilbe	
Rt 5 Box 301	
Lennie Haldorson	Rt 5 Box 216
Joe E. Grantham	
Joe R. Grantham	Rt 1 Box 324 VENETA
Harold Grantham	
L P Willett	737 W 18th Eugene
R E. Shankle	Note Oregon
L J. Battye	RT. 1 Box 399 Veneta
E. L. Riddell	Box 126 Veneta Ore.
O. S. Allen	Veneta, Ore.
Jos. F. Brown	Veneta one RT., 1. Box 97
C F Tanner	Veneta Rt 1
[illegible]	[illegible]

R.F.D. Eugene Oregon

Gay W. Wilson	R 5 - Box 212 Eugene Oregon
Ellis F. Wilson	R 5 - Box 213 Eugene Oregon
Arthur R. Whitsitt	471 Grand Ave. R. Town.
Wayne E. Thomson	1531 N. 99 Eugene
Estes Loughlin	Note One
Guy Harshbarger	R. 5. Eugene
Emma Harshbarger	R 5 Eugene
Gilbert L. Harshbarger	R 5 Eugene
D E Kobby	Rt 3 Eugene
H G Blake	816 Adams Eugene
Ray Wingate	Rt 5, Box 301
Edward L. Billbe	
Rt 5 Box 301	
Lennie Haldorson	Rt 5 Box 216
Joe E. Grantham	
Joe R. Grantham	Rt 1 Box 324 VENETA
Harold Grantham	
[illegible]	737 W 18th Eugene
R E. Shankle	Note Oregon
L J. Battye	Rt. 1 Box 399 Veneta
E. L. Pfaff	Box 124 Veneta Ore.
O. S. Allen	Veneta, Ore.
Jos. F. Brown	Veneta ore Rt., 1. Box 97
C F Tanner	Veneta Rt 1
Clarence Shoolroy	Cottage Grove Ore..
R. Kent Pinkney	Eugene, Ore.

R 1

Leo D. Brann	942 Monroe, Eugene, Ore.	
Ray L Wood	Rt 5	Eugene Rt.
Geo E Garner	Box 136	Veneta
Chester B. Wallace		Veneta
Ernest Shoup		Eugene RT 1
Bryce Edgmond	Box 211 Opp. 5-	Eugene
John Keeler		Eugene
H R Anderson.		
G L Vaughn		Walnut
Mrs Coffee		Eugene R 5 Box 263
Elmer Coffey		Veneta
Harold Minton		
Fred Smigley		Veneta Rt 1
Loris Walrod		Veneta Eugene RT 1 Box 162
Waldo Hunter		Veneta
Bryce Edgmond		Eugene
W L Parker		R 1 Veneta
Ethel M Parker		R 1 Veneta
Kenneth Nielsen		901 Eugene
Wallace Ruth		Veneta
Edna Norris		R 1 Veneta
C. D. Reid		Veneta
Roy C Johnson		Veneta
Fred R Springstead		Veneta
Evan M Hendersey		Eugene Rt 3

Chester B. Wallace		Veneta
Ernest Shaw		
Roy C. Edgmond		Eugene RT 1
John Keller	Box 211 Orf. 5-	Eugene
H V Anderson.		Elmira
W L Vaughn		Walton
Mrs Coffee		
Elmer Coffey		Eugene R 5 Box 263
Harold Minton		Veneta
Fred Smigley		
Loris Walord		Overpet RT 1
Waldo Hunter		Veneta Oregon RT 1 Box 106
Roy a Edgmond		Veneta
W L Parker		Eugene
Ethel M Parker		R 1 Veneta
Kenneth Nielsen		R 1 Veneta
Wallace Ruth		901 Eugene
Edna Harris		Veneta
C. D. Reid		R 1 Veneta
Roy C. Johnson		Veneta
Fred R Springstead		Veneta
Owen Henderly		Veneta
Mildred Marion		Eugene. Rt. 3
Leonard Nelson		Nati. Oregon
		Nati Ore.

Carl E Lindquist	RT-1-Box 177 - Veneta, Ore.
R.A. Christiansen	Rt 5 - Eugene, Ore.
O.A. Cammack	Box 74, Elmira, Ore.
Lloyd Smith	Rt 5 - Box 287 Eugene Ore
Lyman Lowe	Rt 1 Box 292 Eugene Ore.
Robert Lemmer	104½ Haleman Eugene
Louis Huddleston	
Jack Sackett	166 Washington
Tom Purcell	Veterans Auto Court
M.B. Marsh	Veneta Ore.
Hugh Grossman	Crow Rte.
Jack Tabenion	Veneta Rt. 1
Lloyd Abbott	
Merle Clark	
Veneta Rt 1-	
Elmer	
Bill Robinson	Veneta Rt 1; Ore.
Kenneth C. Miller	Osborn Hotel - Eugene
Mrs. H. Christiansen	
A.C. Hansen	Eugene, Oregon
Marion Peabody	Rt 5 Eugene
J.M. McKitchen	Veneta
Edwin W. Gammell	Veneta
Ida M Gammell	veneta Ore
A W. Gammell	veneta Ore.

R.A. Christian — Rt 5 - Eugene, Ore.
O.A. Cammack — Box 74, Elmira, Ore.
Lloyd E. Smith — Rt 5 - Box 287 Eugene Ore
Lyman Low — Rt 1 Box 292 Eugene Ore.
Robert Lemmer - 104½ Haleman Eugene
Lonnie Huddleston
John E. Sackett — 166 Washington
Tom Purcell — Visitants Outo Court
M.B. Marsh — Veneta Ore.
Hugh Moseman — Crow Rte.
Jack Robinson — Veneta Rt 1
Lloyd C. Colvert
Mervil Clark
Veneta Rt 1-
Orin
Richard B. Robinson — Veneta Rt 1. Ore.
Kenneth C. Miller — Osborn Hotel - Eugene
Mrs. H. Christiansen
A.D. Adams — Eugene, Ore
Marion Crabody — Rt 5 Eugene
J.M. McKitchen — Veneta
Edwin W. Gammell — Veneta
Ida M. Gammell — veneta Ore
A W. Gammell — veneta Ore
Phyllis Gammell — " "

Fred A Nichols	Creswell Ore PO Box 84
H. M. Neal	Rt. 1, Box 386 Venetia Ore
C. C. Gillaspie	Rt 1 Box 108 Venetia Ore.
Wm. R. Smith.	2163 Lawrence St Eugene,
C. P. Hill	North Oregon
O. M. Hueter	140 Howard Ave. Eugene
Maud [illegible]	[illegible]
[illegible]	[illegible]
J. K. Bales	Rt 1 Box 303 Venita
Glenn Henderson	Rt. 3, Eugene, Oregon
F. Bishop	R. t 5. Box 291 Eugene Oregon
J. J. Sorensen	R-1 Box 317 Eugene Oregon
Wayne Hale	North Oregon
Wilma Gerry	Rt 1 Junction City
Robert Stroll	Rt 1 Venetta Ore
Alice Stroll	Crow Stage 1 Eugene
Robert A Merrell	[illegible]
Alice Brown	Eugene -
Elbert Parker	Rt 1- Box 317
Elsie Sorensen	Rt 1 - Box 293
[illegible]	Rt. 5 Box 291 Eugene
Ruth May Bishop	Rt 5 Eugene Ore.
Thurman Swanson	Box 249 Rt. 5 Eugene Ore
H. E. Blek	Rt 5 Box 249 - Eugene, Ore.
Lucile Blek	

[illegible] Dillaye	Rt 1 Box 108 Veneta Ore.
Wm. R. Smith.	2163 Lawrence St Eugene.
C.P. Hill	Veneta Oregon
O.M. Hutter	140 Howard Ave. Eugene
[illegible]	[illegible]
[illegible]	[illegible]
J.N. Ballo	Rt 1. Box 303 Veneta
Glen Henderej	R.F.D. 7, Eugene, Oregon
F. Bishop	R.# 5. Box 291 Eugene Oregon
J. J. Sorensen	R-1 Box 317 Eugene Oregon
Wayne Hale	Veneta Oregon
Wilma Berry	Rt 1 Junction City
Robert Stroll	Rt 1 Veneta, Ore
Alice Stroll	Crow Stage, Eugene
Robert A Mowell	Springfield Oregon
Alice Brown	Eugene -
Elbert Parker	Rt 1 - Box 317
Elsie Sorensen	Rt 1 - Box 293
Evang L Hutter	Rt. 5 Box 291 Eugene
Ruth May Bishop	Rt 5 Eugene Ore.
Eleanor Swanson	Box 249 Rt. 5 Eugene Ore
H. E. Blek	Rt 5 Box 249 - Eugene, Ore.
Lucile Blek	Route #1, Box 314 Eugene
Evelyn Skaug	

Mrs C. M Whitcraft

Frances Christian	Rt 5 Eugene, Ore.
Glenn C Chamberlain	734 W 12th
[illegible]	[illegible]
Donald Burch	Eugene Rt. 1
Charles Ford	Veneta
Robert Nichols	Veneta - Ore.
J H. Pool	[illegible] - R I B 276
H C Boyd	Springfield
O. O. Mathews	Rt 5 Eugene
S E Tidball	Veneta Rt 1.
Herbert Parham	Springfield
Sterling D. Westphall	Rt. 1 Eugene
Robert Lee Gibson	Rt 1 Eugene
Mel Trowbridge	Rt 1, Box 69, Veneta
Bessie Hylton	Rt 5 Eugene, Ore.
Kenneth Smith	Rt 5 Box 139 Eugene Ore.
Jas. Tidball	Rt 5 Box 246 Eugene Ore
Don Sneed	841 "B" St Springfield, Ore.
R S Allen	411 S. Mississippi St Portland - Ore.

1 Garnett A. Horton
2 Wilford P. Horton
3 Arthur C. Gordon
4 Alice E. Gordon
5 Mrs Ed Hawkins
6 R. M. Lomax
7 Harry H. Edwards
8 Mabel O. Hayden
9 Elmer H. Lambert
10 E S Richardson
11 Vera Hinke
12 L G Erickson
13 E R Small
14 P. L. Sell
15 Mrs J. D. Smith
16 R. E. Ashbaugh
17 Lydia Higham
18 Robert Hanson
19 A. C. Maxwell
20 Mrs Pearl Foster
21 Ed Harris
22 Henry C Dobbs
23 Muriel W Hita
24 Harry W Harpole.
25 Gordon D Foster
26 Vernon V. Inman
27 Elmer L Pancake
28 Lone Calvin
29 Mrs. Marcella Shorack
30 Warren Williams
31 Bill Lundberg
32 Maudie M Benton
33 Lois M. Bourgeis
34 Kenneth G. Cole
35 Geo. H. Canham.
36 Tom. Knight.
37 mrs Tom Knight.
38 Arnold Knight
39 Jean Sheffler
40 Edna Davis
41 John E. Bowe
42 John W Welton
43 G. D. Bromley
44 R. C. Cannon
45 H. C. Neo
46 W. E. Hawkins
47 James H. Hawkins
48 Lula M. Worley
49 Hugh Worley
50 Geo M Halladay
51 Minnie V. Halladay
52 Ray L Nelson
53 C L Case
54 Blanche Rogers.
55 C. E. Killick
56 W T Turner
57 Imogene Turner
58 Clyde M. Witcraft
59. Owen L. Farren
60
61

2 Wilford D. Foster
3 Arthur C. Gordon
4 Alice E. Gordon
5 Mrs Ed Hawkins
6 R. M. Lamar
7 Harry H. Edwards
8 Mabel O. Hayden
9 Elmer H. Forbes
10 E S Richardson
11 Vera Hinke
12 L W Erickson
13 E R Small
14 P. L. Dill
15 Mrs J. D. Smith
16 R. E. Ashbaugh
17 Lucia Higham
18 Robert Patterson
19 A. C. Motwell
20 Mrs Pearl Foster
21 Ed Harris
22 Henry C Peebles
23 Muriel White
24 Mary C Harpole.
25 London D Foster
26 Verner V. Inman
27 Elmer L Pancake
28 Zone Calvin
29 Mrs. Marcella Shorack
30 Warren Williams
31 Bill Lundberg
32 Vaughn A Benson
33 Mrs Irma Parks
34 Harry Brooks

35. Lois M. Bourgeis
36. Kenneth G. Cole
37 Geo. H. Canham.
38 Tom. Knight.
39 Mrs Tom Knight.
40 Harold Knight
41 Fran Sheffler
42 Cana Davis
43 John E. Bowers
44 John W Welter
45 L. D. Bromley
46 R. C. Cannon
47 H. A. Yeo
48. W. E. Hawkins
49 James H. Hawkins
50 Lula M. Worley
51 Hugh Worley
52 Geo M Halladay
53 Minnie V. Halladay
54 Ray L Nelson
55 C L Case
56 Blanche Rogers.
57 C. E. Killick
58 W T Turner
59. Imogene Turner
60. Clyde M. Witcraft
61. Owen J. Farren
62 G R Bryant
63 C M Johnston
64 Floyd W McKnight

PETITION

We the undersigned respectfully petition the Oregon State Highway Department to improve, by oiling, the one and one-half mile unfinished portion of highway six miles West of Eugene on Route 7, and also improve the rail road crossing, which is very dangerous. This is the heaviest traveled road West of Eugene and we feel action should be taken at once.

(Signed by 211 residents of the area)

Members of the State Highway Commission:

In acknowledging receipt of this petition I have advised that improvement of the section to which they refer is now in the construction program and that it is the intention to place the work under contract as soon as controversial matters with the rail road company have been ironed out satisfactorily.

I also advised the petitioners that the Commission expects to give this improvement of the Route 7 highway consideration in the formulation of its next construction program although no commitment or promise that it would be one of the approved projects can be made.

Yours

Secretary

HHH:fb

RECEIVED
MAY 18 1948
FOR FILING

120-4214

3177

May 18, 1948

Hyacinth Walker, Secretary
Elmira Grange No. 523
Route 1, Box 294
Veneta, Oregon

Dear Madam:

The resolution of Elmira Grange requesting the improvement of a one and one-half mile section of unfinished roadway on Route F Highway six miles west of Eugene has just been received.

This matter had the attention of the State Highway Commission at its last meeting. During the discussion it was pointed out that the improvement of this one and one-half mile section is included in the Postwar Program; however, the Commission is not in position to advertise the project for bids because of some controversial matters that have to be ironed out with the railroad company that is involved because of the elimination of a railroad grade crossing.

It was also pointed out that the present highway is not on permanent alignment, in view of which the Commission does not feel like spending a great amount of money to improve it inasmuch as it is to be abandoned as a state highway when the proposed revision is constructed.

It is hoped that the controversial matters will be ironed out shortly so that the work can go forward.

Respectfully yours,

■

Secretary
OREGON STATE HIGHWAY COMMISSION

HSO:ee

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FOR FILING

4-E

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
A. W. SCHAUPP, MEMBER
KLAMATH FALLS
BEN. R. CHANDLER, MEMBER
COOS BAY

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

120-4214
3177

May 3, 1948

Oregon State Highway Commission

Consideration next program

NOTED
W. C. WILLIAMS

Gentlemen:

I attach hereto a copy of a letter addressed to the Oregon State Highway Commission by Mrs. John E. Fredericksen of Mapleton, Oregon, having reference to improvement of "Route #" between Eugene and Mapleton. As you know, we are attempting to improve this route as fast as funds are available and probably further improvement will be included in the next construction program.

I suggest that Mrs. Fredericksen be advised that the Highway Commission is aware of the desirability of improving the road when funds are available and that the improvement will be considered along with the entire state program when the next construction program is adopted.

This matter will be on the agenda.

NOTED
W. C. WILLIAMS

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.

WCW/ds
cc W. C. Williams

...ith Walker, Sec.
...ira Grange
Route 1 - Box 294
..., Oregon

R E S O L U T I O N

Resolved that Elmira Grange go on record requesting the Oregon State Highway Commission to improve the one and one-half miles of unfinished portion of Route F six miles west of Eugene.

The railroad crossing on this section of road is constructed in such a manner that it is making it hazardous for safe driving.

The road is the heaviest traveled road west of Eugene and when this unfinished section is not worked every few days it becomes so full of ruts and deep holes that it is impossible to safely drive over it at even a moderate rate of speed.

Master

Secretary

...ERED
H B. ...LAISYER

RECEIVED
MAY 17 1948
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 20 1948
FOR FILING

120-4314
3177

#4484
#440 W

Agenda Item 4n
April 19 and 20, 1948

April 29, 1948

Mrs. Christine Forcia
Elmira Union High School
Parent Teachers Association
Elmira, Oregon

Dear Mrs. Forcia:

At its meeting last week the State Highway Commission had under discussion the requests of the Elmira Union High School Parent Teachers Association and of the Directors of the Union High School District No. 4, Elmira, for improvement of the Richardson-Eugene State Secondary Highway over Badger Mountain.

The conditions referred to in the petitions have been investigated by the Engineer who reported his findings to the Commission at this meeting. You will be glad to know that the Commission authorized an expenditure of approximately $13,500 to widen the narrow curves on the Badger Mountain Section and to stabilize weak sections between Richardson and Globe.

I am glad to be able to make this report to you.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ec 4/30

Agenda Item 4n
April 19 and 20, 1948

April 29, 1948

Robert W. Glenn, Chairman
Union High School District No. 4
Elmira, Oregon

Dear Mr. Glenn:

Some time ago you forwarded to the State Highway Commission a petition signed by yourself and other members of the Board of Directors, dated April 6, 1948, requesting that the Commission immediately straighten the curves on the Badger Mountain Section of the Richardson-Eggens Secondary Highway.

Mr. R. H. Baldock, State Highway Engineer, has made an investigation of this matter and reported his findings to the State Highway Commission at its meeting last week. You will be glad to know that the Highway Commission approved an expenditure of about $13,500 on this highway, a portion of which is allocated for the straightening of the curves on the Badger Mountain Section and the balance for stabilizing weak sections of this highway between Richardson and Globe.

I thought that you should be informed of the action taken by the Commission on this matter.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HEG:ee 4/30

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FOR FILING

120-4214

3177

Agenda Item 4m
April 19 and 20, 1948

April 29, 1948

Mr. Emil Skoog
Route 1
Eugene, Oregon

Dear Mr. Skoog:

On March 30, 1948, you forwarded to the State Highway Commission a letter signed by yourself and a number of other residents of your district requesting construction of an oiled surface on a one and one-half mile section of the Route F Highway seven miles west of Eugene to alleviate the dust nuisance.

I referred this petition to the State Highway Engineer for investigation and report to the Highway Commission. The investigation has been made and the report was submitted to the Commission at its meeting last week.

The Commission regrets that it cannot do what you ask. It appeared from the discussion that the section of highway referred to is scheduled for improvement in the Commission's Three Year Postwar Program, under which it is now working, in view of which the Commission considered it inadvisable to spend any money for improvement of the existing road.

Just when the contemplated work will be placed under contract I am not in position to tell you at the present time. There are a number of controversial matters involved which will have to be ironed out before the project can be advertised for bids. One of the important things is an arrangement with the railroad company for the elimination of a railroad grade crossing. The project will be expedited as much as circumstances will permit.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HEG:ec 4/30

4m

Agenda Items Numbers
4-1948 to 20-1948

Salem, Oregon
April 28, 1948

Mr. E. A. Collier

The Highway Commission at its last meeting authorized the straightening of sharp curves on the Badger Mountain Section of the Richardson-Eugene Secondary Highway at an estimated cost of $4,500 and the stockpiling of approximately 3,000 cubic yards of rock to be used in stabilising weak sections between Globe and Richardson on the same highway. The total cost, in the amount of $13,500, is to be taken from the 1948 unobligated minor betterment fund.

I understand that you are arranging to have the material crushed by the contractor on the Globe-Elmira Section. This may be done by price agreement but the cost of the work will be transferred from the construction project to a minor betterment order.

Will you please make the necessary arrangements for performance of this work.

W. C. Williams

WCW/ds

cc - W. W. Stiffler
H. G. Smith

Mapleton, Oregon
April 23, 1948

State Highway Commission
Salem, Oregon

Dear Sirs:

To reach Eugene the largest town in Lane Co. and our county seat we have to drive over Highway 36 from Mapleton to near Junction City.

Have you traveled this Highway lately? Have you noticed how much trucking is being done over this route? I wish I had time to sit and check traffic and compare it with a check you may have on record from before the war.

And if that check on a week day of trucking didn't floor you then what about our week end travel?

What prompted this letter was a trip I made to & from Eugene on a Monday a few weeks ago. I met a loaded logging truck on a blind curve near the Junction of the Nelson Creek road. He had 2 1/2 feet if not more on my side of the yellow line. I had the inside since I was headed west and by the grace of God alone we didn't wreck as Mrs. Earl Whittaker of Mapleton did a few months ago near the power plant just west of Triangle Lake. She met a logging truck, too.

Have you been aware of the fact that Lane county now ranks 2nd to Multnomah County in population. I think if you check farther you'll find the Western part of Lane County has a lot of people who shop in Eugene and there is an average once a wk. trip for most of us. On Fri. Sat. and Sun I believe from the traffic coming to our coast that the Eastern part of the county makes a weekly trip out here.

You know this would lead up to some thing - Sure - Route F. I feel that the State Highway Commission has all the power in their hands to get funds to put power in their hands to get funds to put these tunnells thru and complete that water level grade and relieve some of the traffic over the pass and that narrow crooked Highway 36. I've traveled Highway 36 since it was built and at one time it was quite adequate, but not any more.

I'd truly like to see you make a real effort to relieve the situation in Western Lane County. We need your help badly.

Sincerely,

/s/ Mrs. John E. Fredericksen

RECEIVED
APR 15 1948
FOR FILING

120-4219
3122

April 14, 1948

Oregon State Highway Commission

Gentlemen:

I attach hereto a copy of a petition containing 34 signatures, requesting straightening of curves on the Badger Mountain section of the Richardson-Wagner Secondary Highway. This is a portion of the highway that is being resurfaced under an existing project designated as the Globe-Elmira Section.

The petitioners reported that the school bus, which has a capacity of 65 pupils, operates over this section and there are several sharp reverse curves which are hazardous to the bus, and at one time the bus went over the grade. Our investigation in the field indicates that certain sections are quite hazardous and to widen these curves to permit safe passage by large trucks or school buses would cost $4,500.

A delegation also appeared in this office requesting surfacing of weak sections of the same highway between Richardson and Globe. This is the same section for which the request for complete improvement was made at the last meeting of the Highway Commission. The estimate of cost for complete reconstruction is $12,000 and you denied the request on the basis that there are no funds at the present time. The residents now request, in lieu of complete reconstruction, that the weak spots where vehicles now get mired in the mud be stabilized with crushed rock. Our estimates indicate that it will require an expenditure of $9,000 to shape the roadway over these weak sections and add a sufficient amount of rock to make it passable.

Both projects are quite meritorious and I recommend the widening of the narrow curves on the Badger Mountain Section at an estimated cost of $4,500 and the stabilizing of the weak sections between Richardson and Globe at an estimated cost of $9,000, or a total of $13,500. If you approve this project, I further recommend that it be charged against the unobligated minor betterment fund.

The State's contractor is now crushing rock on the Globe-Elmira Section and an immediate decision must be made if he is to crush the additional rock needed for the above improvements. This matter will appear on the agenda for April 19.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc - W. C. Williams

FORM E-90 2M 12-47

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 9, 1948

SUBJECT: Richardson-Eugene Secondary

To: Mr. R. H. Baldock
State Highway Engineer
O F F I C E

Dear Sir:

The School Board and the Parent-Teacher Association of Elmira have petitioned the Highway Commission to straighten unsafe curves on Badger Mountain, before re-surfacing this portion of the Richardson-Eugene Secondary now under contract for rock surface only.

On April 8th, I met with Ralph Johnson, Farmer Hale, Frank Montgomery, and our engineers, Lytle and Chapman. The petitioners reported a bus had gone off the grade at one sharp reverse turn, and they showed us another sharp reverse, dangerous for two-way traffic because of short sight distance and high, quick reverse, super. These two sections were the worst, in their opinion, and were each about 400 feet long. They extended from Station 540 to Station 544, at Mile Post 26.4, and Sta. 554 to Sta. 558, M.P. 26.1. The summit of Badger Mountain is M.P. 25.7. The grade is about 20 feet wide, and the super about 3 feet high, and the curves have less than 100' radius.

This section was graded by Lane County 20 years or more ago. The banks to be cut back are 8' to 10' high; they are dirt and soft sandstone, which would require some shooting. A culvert should be put across road at each reverse, as there are none in place now, and water runs down hill for 3000 feet.

The school bus has capacity of 65 pupils, for Union High School at Elmira, 10 miles east of Badger Mountain. Our contractor is within two days of reaching this spot, so I arranged to have an 1800' gap left, for the present. The contractor expects to finish all the base in two weeks, but he could stockpile the 200 yards required for this gap, on the present plan. If an improvement in line and super is made, it would require an additional 400 cu. yds. of base rock, and 1200 cu. yds. of excavation. The estimated cost would be:

1200 cu. yds. excavation	@	$ 2.00 - - -	$ 2400.00
400 cu. yds. rock	@	4.00 - - -	1600.00
60 ft. 18" culvert	@	3.00 - - -	180.00
			$ 4180.00

A small amount of clearing is included in the excavation cost.
No new right of way is required.
Conditions are unfavorable to do this grading before summer.

I recommend this work be done for safety. If the Commission approves, I suggest the rock be stockpiled; State Force order be written; and grading and rocking be done this summer.

This is not a cat job, but should be done with compressor, shovel, trucks, and small cat, in dry weather.

Very truly yours,

E. A. Collier
Maintenance Engineer

EAC:IH

Elmira, Oregon
April 6, 1948

TO THE STATE HIGHWAY COMMISSION,
SALEM, OREGON.

We the undersigned duly-elected members of the Board of Directors of the Union High School District No. 4, Elmira, Oregon do hereby request the State Highway Commission to immediately straighten the curves on Badger Mountain before this portion is resurfaced. This action is prompted by the unsafe condition which now exists.

****

Robert W. Glenn
Chairman

W. E. Jackson
Member

Frank Montgomery
Member

Earl Bryan
Member

Ralph Gleham
Member

We, the undersigned members of the Elmira Union High School Parent-Teachers Association have resolved in the regular meeting, April 5, 1948, that due to the unsafe condition of the state highway from Hoti to Walton which is traversed twice a day by the school bus, this highway should be immediately rendered safe by the straightening of the sharp turns over Badger Mountain before the highway is resurfaced.

Mrs. Christine Fearin
Mrs. Marcellas Lindauck
Mrs. Walter Spalding
Mrs Susan Fore.
Mrs. E. E. Biles
Mrs Earl Auperman
Mrs Ralph Duncan
Mrs. C. C. Easlon
Carle Hazel
Mrs. Carle Hazel
C C Easlon
C. F. Sisson
Mrs W. A. Lingle
Mrs Robert Sellers
Mrs Laurence Larsen
Laurence A. Larsen
Mrs. Mac Sommerville

Paul Brown
Mrs Lee Klukkert
L G Klukkert
Lydia E. Callaway
Mrs. Paul Brown
Mrs R. T. Gilbert
M O. Bishop
Mrs. M. O. Bishop
Elmer E. Biles.
Wm Hancock
Farmer C. Hale
Mrs Bennie I. Hilley

We, the undersigned members of the Elmira Union High School Parent-Teachers Association have resolved in the regular meeting, April 5, 1948, that due to the unsafe condition of the state highway from Noti to Walton which is traversed twice a day by the school bus, this highway should be immediately rendered safe by the straightening of the sharp turns over Badger Mountain before the highway is resurfaced.

Miss Shirley Hilke
Roy Austin
J L Gregory
Mrs J L Gregory
Mrs Charles Cervantes
Mrs Gladys Edwards
Geneva Dowell
M. A. Lieuallen
Mrs. M. Christianson
Mrs. Edith Hale
Mrs. C. C. Kayser
Mrs. C. J. Rath
Carl J. Rath
Edwyn C. Kayser
Walter Hankley
Ralph Johnson
Jim Mendenhall

Enclosure #2733
Sundering Globe - Elmira
McNutt Bros.
Spokane, Aug 25, 1948

RECEIVED
APR 8 1948
FOR FILING

File 120-421
3177

April 6, 1948

Oregon State Highway Commission

Gentlemen:

Enclosed is a copy of a petition from residents along the Richardson-Eugene Secondary Highway requesting the oiling of a one and one-half mile section of the highway seven miles west of Eugene.

We have in our three-year postwar program the construction of the Oak Hill Grade Separation and the grading, surfacing and oiling of the Fisher Road-Oak Hill section. When these projects are completed, the 1.42 mile section which is not oiled will not be on the highway route and will revert to the county.

The present road is very rough and would need to be resurfaced before it could be oiled. It would cost a minimum of $15,000 to resurface and oil the existing road and this expenditure is not justified on the basis that it is not on the permanent highway route.

I recommend that the request be denied.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.

WCW/da

cc W. C. Williams

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 5th, 1948

SUBJECT:

To: Mr. W. C. Williams
Assistant State Highway Engineer
O f f i c e

Dear Sir:

In regard to Record of Assignment #440, W.C.W., I wish to advise that Route F from Eugene to Veneta is entirely oiled except 1.42 miles where we are endeavoring to construct the Oak Hill Overcrossing. It is my recommendation that we get this under contract rather than oil this portion of the road which is very rough and would need regrading and resurfacing to do an adequate job. As soon as the grade crossing is eliminated this section will revert to the County and, together with the rest of the road, will be unoiled.

A light oil dust pallative would cost about $3,000 but it would not last. It would require at least $13,000 to do an adequate job.

NOTED
W. C. WILLIAMS

Very truly yours,

H. G. Smith
Construction Engineer

HGS:AR

ASSIGNMENT No. 449

DESCRIPTION: Let. 4/1/48 to Emil Skeog, Rt. 1, Eugene, from MEC re. petition requesting construction of an oiled surface on sec. of Route 5 Hwy seven miles west of Eugene.

DATE: 4/2/48 ASSIGNED TO: SMITH

- [x] Investigation and report to this office
- [ ] Reply direct with copy to this office
- [ ] Return with drafted reply
- [ ] Comment or recommendation and return to this office
- [ ] Investigation and such action as is necessary
- [ ] Please prepare reply for my signature
- [ ] Assignment executed Date _____

- [x] Cost estimate please.

REPORT RECEIVED: 4-5-48-La

REMARKS:

April 1, 1948

Mr. Emil Skoog
Route 1
Eugene, Oregon

Dear Mr. Skoog:

In your letter of March 30, 1948, signed by you and other residents of your district, the State Highway Commission is requested to construct an oiled surface on a section of the Route F Highway seven miles west of Eugene, about 1 1/2 miles in length, to alleviate the dust nuisance.

I am referring your letter to the State Highway Engineer for his consideration. You will be advised when action has been taken on your request.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HEG:ec

cc - Mr. R. H. Baldock
Mr. W. C. Williams

Route 1
Eugene, Oreg.
March 30-48

State Highway Com.
Salem, Oreg.

COPY

Gentlemen:

We are asking you to consider our request for oiling the graveled portion (about 1 1/2 miles) of State Highway seven miles West of Eugene on Route F.

The dust along this road is so very bad we think something should be done about it. There is very heavy traffic and the road graded, usually twice a week. The dust also a hazzard for safe driving. We have our homes on this road and each year our yards, gardens, fruit and pastures are ruined with dust. Our houses also covered with dust, both inside and out. We know this must be injurious to our familes health also.

We feel sure if you gentlemen and your familes had to put up with the dust for a few days in summer, and live in the same conditions we have had the last five years due to dust, action would be taken at once. We requested this last year, but nothing was done.

Respectfully,

/s/ EMIL SKOOG
/s/ ELSIE SKOOG
/s/ R M MASTERSON (?) (Wadman)
/s/ JUANITA L. WADMAN
/s/ J. M. JOHNSON
/s/ ELSIE JOHNSON
/s/ ETHEL CHRISTIAN
/s/ BERT CHRISTIAN
/s/ ALICE E GORDON
/s/ ARTHUR C. GORDON
/s/ E. E. FISHER

Route 1
Eugene, Oreg.
March 30 '48

State Highway Com.
Salem, Oregon.
Gentlemen:

We are asking you to consider our request for oiling the graveled portion (about 1½ miles) of State Highway seven miles West of Eugene in Route 7.

The dust along this road is so very bad we think something should be done about it. There is very heavy traffic and the road graded, usually twice a week. The dust also a hazzard for safe driving. We have our homes on this road and each year our yards, gardens, fruit and pastures are ruined with dust. Our houses also covered with dust, both inside and out. We know this must be injurious to our families health also.

We feel sure if you gentlemen and your families had to put up with the dust

ACKNOWLEDGED
H. B. CLAISYER

for a few days in summer, and live in the same conditions we have had the last five years due to dust, action would be taken at once. We requested this last year, but nothing was done.

Respectfully,

Emil Skoog
Elsie Skoog
W. Wadman
Juanita L. Wadman
J. M. Johnson
Elsie Johnson
Ethel Christian
Bert Christian
Alice E. Gordon
Arthur C. Gordon
E. E. Fisher

RECEIVED
APR 1 1948
OREGON
STATE HIGHWAY COMMISSION

FORM E-20X 15M 10-46

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
April 1, 1940

SUBJECT:
Globe-Elmira

To:
E. A. Collier
Maintenance Engineer

Dear Sir:

There is no doubt but what the Territorial Highway, between Globe and Richardson, should have additional surfacing if more trucks are operating over it.

It is sixteen feet in width in most places and is a tight squeeze when two trucks pass, but they can get by if they pick their spots. There now are four or five trucks hauling over this section.

We originally included this section under the Elmira-Globe job but it was cut out by the Salem Office. We have arranged with the contractor to perform this work and are submitting a Force Agreement.

Attached, also, is a State Force Order covering the cleaning of ditches and blading of the surface.

Will you talk to Mr. Smith about this and if he will sign the Agreements we will have the contractor go ahead with the work. You should advise soon as to what you wish to do.

Q = 29.08
18.7 - 36.17
17.11

Am sending a copy of this letter to Mr. Smith, together with the Agreement and Order. The Agreement covering the rock amounts to $9975.00 and the Force Order is for $1000.00.

Very truly yours,

NOTED
W. C. WILLIAMS

K. D. LYTLE
Division Engineer

RECEIVED
APR 10 1940

encs

cc: Smith ✓

RECEIVED
FEB 17 1947
FOR FILING

120-4214
3177

February 14, 1947

Honorable Herman P. Kendershott
Hall of Representatives
Capitol
Salem, Oregon

Dear Sir:

With respect to the attached correspondence, advise that the section of road from Linsley to Elmira is a part of the Richardson-Eugene Secondary State Highway.

The three-year construction program of the Highway Commission has allocated a surprisingly large amount to Lane County in accordance with the attached tabulation. This is particularly true with reference to the secondary highway system which is subject to log-haul traffic.

Within the past few years a number of roads in Lane County, never before subject to log traffic, have suddenly developed into log-hauling roads and, even with the large appropriations that have been made, the demand has exceeded the funds available. I am sure, however, that when the contracts above enumerated are under way the major portion of the difficulties will be surmounted.

The three-year program above referred to includes an allotment of $100,000 for resurfacing work on the Richardson-Noti Section of the Richardson-Eugene Highway. Of this improvement, 23 miles is between Linsley and Noti. We plan to contract this work before the end of the present year and to have it completed during the summer of 1948. When this is done, the Linsley-Elmira Section will be adequately surfaced except for the five miles between Noti and Elmira. It is reasonable to expect that this remaining five miles will be provided for in the not too distant future. In the meantime, we will endeavor to maintain it in reasonably good travelable condition.

For your information, will advise that the cost of completing the present highway system and caring for its depreciation amounts to nearly $500,000,000, based upon present prices. I assure you the Highway Commission is endeavoring to do its utmost to spend such moneys as are available in each county of the state in order of priority so as to accomplish the greatest good to the greatest number.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.

HIGHWAY CONSTRUCTION WORK IN LANE COUNTY

PROPOSED UNDER 3-YEAR POSTWAR PROGRAM

Federal Aid, Forest Highway and State Projects

February 13, 1947

Contracted and Completed:

1.	Eugene (Judkins Pt.-Springfield Jct.) Section of the Pacific Highway, 0.7 mi. Grading and Paving- - - - - - - -	$ 120,000

Contracted and Being Constructed:

1.	Junction City Bridge, Reconstruction on the Pacific Highway -	37,000
2.	Smithfield-Elmira Section of the Territorial Secondary Highway, 5.6 mi. Surfacing and Oiling - - - - - - - - - -	165,000
3.	Veneta-Crow Section of the Territorial Secondary Highway, 3.3 mi. Surfacing and Oiling- - - - - - - - - - - - - - -	125,000

Not Contracted - Proposed 1947-8 Construction:

1.	Pleasant Hill-Lost Creek Section of Willamette Highway, 5.2 mi. Grading, Surfacing and Oiling - - - - - - - - - -	240,000
2.	Lost Creek-Lowell Section of Willamette Highway, 4.2 mi. Grading, Surfacing and Oiling - - - - - - - - - - -	225,000
3.	Oakridge-Klamath County Line Section of Willamette Highway, 28.4 mi. Grading, Surfacing and Bit. Macadam - -	700,000
4.	Eugene (High St.-Walnut St.) Section of the Pacific Highway, 1.5 mi. Grading and Paving - - - - - - - - - - -	323,000
5.	Fisher Road-Oak Hill Section of the Richardson-Eugene Secondary Highway, 1.3 mi. Grading, Surfacing and Oiling and R.R. Overcrossing Structure- - - - - - - - - -	90,000
6.	Noti-Richardson Section of the Richardson-Eugene Secondary Highway, 24.5 mi. Resurfacing - - - - - - - - - -	100,000
7.	Gillespie Corner-Lorane Section of the Territorial Secondary Highway, 6 miles Grade Widening, Surfacing and Oiling- -	100,000
8.	Long Tom River Bridges on the Siuslaw Highway, 2 Bridge Replacements and Line Change - - - - - - - - - -	29,000
9.	Springfield Section on the McKenzie Highway, Curbs and Pavement Widening - - - - - - - - - - - - - - - -	110,000
	Total- - - -	$2,364,000

COMMITTEES:
VICE CHAIRMAN: ALCOHOLIC CONTROL
[redacted]
JUDICIARY
MILITARY AND
VETERANS' AFFAIRS

STATE OF OREGON
HALL OF REPRESENTATIVES
SALEM

February 10, 1947

Oregon State Highway Commission
Salem, Oregon

Dear Sirs:

Enclosed is a copy of a letter received by Representative Earl Hill of Lane County in regard to the condition of a road from Elmira to Linslaw together with a letter that I sent to Mr. Allen Wheeler, County Commissioner of Lane County, Oregon, with his reply endorsed thereon. Will you kindly advise me if there is any possibility or progress for improving this road so I may advise these people as to what they may expect.

Yours very truly,

Herman P. Hendershott

Herman P. Hendershott

HPH:MC
Encl. - 2

RECEIVED
FEB 11 1947
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 2 1947
FOR FILING

F 120-4214

3177

#4484

December 27, 1946

Mr. Myron Blackwell, Principal
Elmira Union High School
Elmira, Oregon

Dear Sir:

We have your letter of December 17th for answer, concerning improvement of Elmira-Veti section, and East Section.

We, also, are trying to get new trucks and graders, and more men, so we can give better maintenance on this, and other highways. We will request our Maintenance Superintendent, Mr. A. J. Ford, at Eugene, to hold some more work on this section, and blade it more frequently.

As to paving, no plans for this section have been approved by the State Highway Commission. The new location goes west from Veneta, and this is not in the present postwar program. We do have a rock re-surface project approved, for $180,000.00, from Veti to Richardson, for which bids will be called this Spring or Summer.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

RHB
RAG:IH
cc: H. A. Collier
E. B. Lytle
A. J. Ford

RECORD ASSIGNMENT

DESCRIPTION: Letter of Dec. 17, 1946 from Elmira Union High School regarding poor condition of hwy from Elmira through Nott and west.

DATE: Dec. 23, 1946 ASSIGNED TO: COLLIER

( ) Investigation and report to this office
( ) Reply direct with copy to this office
( ) Return with drafted reply
( ) Comment or recommendation and return to this office
( ) Investigation and such action as is necessary
X ( ) Please prepare reply for my signature

REPORT RECEIVED: 12-27-46 H.A.

REMARKS:

RALPH JOHNSON, CHAIRMAN
TED SMITH
FRANK MONTGOMERY

ROBERT GLENN
RALPH WIGHAM, CLERK, ELMIRA
M. B. MARSH

Elmira Union High School

DISTRICT U 4
MYRON BLACKWELL, PRINCIPAL
ELMIRA, OREGON

December 17, 1946

REFERRED TO
Collier
by Chief Engineer
Please prepare
answer

State Highway Commission
Salem, Oregon

Dear Sirs

We are writing more for information than as a protest. The highway from Elmira through Noti and west is in such terrible condition that words fail to describe it. It is probably now worse than usual, but at no time in the four years that I have used it, has it been good. We are putting school busses over these roads, and frankly, they don't make busses tough enough to stand up to it!

Our maintenance men cannot cope with a highway that is so full of treacherous holes that it is an impossibility to dodge them, and going through them breakes axles, springs, tires, and anything else that gives. We are frantically trying to buy a new bus, but cannot get delivery this year.

Now for the information part. Are there definite plans being made by the state to pave this road, or any part of it, or is that false rumor? If it is to be paved, when is the work supposed to be done?

If, and until that is done, can't we have more maintenance so that we can drive with a little more safety?

Yours very truly

Myron Blackwell

MB:lb

P.S. May we have a reply?

NOTED
E. A. COLLIER

RECEIVED
DEC 20 1946
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 27 1946
FOR FILING

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"
3177

#4340

September 26, 1946

Mr. H. W. Stroub
Salem, Oregon

Dear Sir:

In reply to your letter of September 20, we wish to advise you that the Highway Commission contemplates improvement on two sections of the Route 99 Highway between Richardson and Eugene. One project involves that section between Fisher Road and Oak Hill, and is scheduled for contracting in January of 1947. Also included in the program is the contemplated resurfacing between Richardson and Noti, and it is hoped that this portion will be under contract early in 1947.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. C. Smith

CONFIRMED

RECORD OF ASSIGNMENT

DESCRIPTION: Letter from R. W. Straub dated 9/ 20/46
Relative to condition of Route F State Hiway Elmira to the mouth of Wildcat

DATE: 9-20-46

ASSIGNED TO: H. G. Smith

(Investigation and report to this office
(Reply direct with copy to this office
(Return with drafted reply
(Comment or recommendation and return to this office
X (Investigation and such action as is necessary
(Please prepare reply for my signature
(

REPORT RECEIVED: Rough draft 9-26-46 W.J.

REMARKS:

Oregon State Highway Comm.
Salem, Oregon.

RECEIVED
1946
OFFICE OF
ENGINEER

Walton, Oregon.
Sept. 20, 1946.

Gentlmen:

This letter is in the form of an appeal to reason as well as an appeal to a dire necessity in regards to the condition of ROUTE F. State Hyway Elmira to the mouth of the Wildcat at least.

From Elmira to this point there are several lumber mills and logging camps as well as a lot of farmers,(also School busses) all of these people are dependent on this road to go to and from work as well as to Eugene there only place to shop.

The thing that makes it bad is that this class of people have only old cars and can not aford new ones even if they could get them, and cars are not built that can take this road, I am sure if a checker was placed on this road for a few days it would bear out my statement as to the amount of traffic it bears of the nature I mentioned, curtainly there is not another road in the State that carries such a load under simular conditions.

It is needless to mention the future this road has and its possibilities, this is well known to everyone interested so why not give us working people and farmers a chance, I had a good Pickup one year ago and now its almost beyond repair, the talk now is to go on a sitdown strike till something is done about it

An answere from you will make a lot of us fell a little better at least we will know this did not ~~shak~~-- take the wastebasket rout.

Yours truly
H. W. Shaub

HGS

RECEIVED
SEP 25 1946
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 8 1946
FOR FILING

NOTED
State Highway Engineer

120-4219
3177

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 18, 1946

SUBJECT: Richardson-Eugene Highway

To: Mr. R. H. Baldock
State Highway Engineer
State Highway Department
O F F I C E

Reference to
Const
Projects
Estimates
Cross Referenced To

Dear Sir:

The Commission received a petition with four hundred thirty-three names on in, dated December 11, 1945, asking for oiling of the Elmira to Badger Mountain Section on the Eugene-Richardson Secondary Highway, or Route F.

We reported February 13, with letter from Mr. Lytle, advising you that crushed gravel is about to be applied, under authority of work order for $3,000.00.

I drove over this on March 8, with Mr. Lytle. His crews have not been able to place much rock yet, on account of slides, etc., but hope soon to get going.

Herewith is a report from Mr. Lytle, in which he recommends oiling from Elmira to Noti, on the present route, and light topping of rock, on out to summit of Badger Mountain. This probably would require a rock production project. I concur in Mr. Lytle's recommendation.

Very truly yours,

E. A. Collier

E. A. Collier
Maintenance Engineer

EAC:IH
Encl.

FORM E-50 30M 12-45

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
March 12, 1946

SUBJECT: Richardson-Eugene Hwy.

To:

E. K. Collier
Maintenance Engineer

Dear Sir:

Following is a report on the condition of the Richardson-Eugene Secondary Highway between Elmira and Badger Mountain, which was requested in your letter of February 25th.

From Elmira to the beginning of the oiled section thru Noti, the distance is 4.8 miles. The top surface or fines have been worn away to the base rock and the section is quite rought but the base seems to be strong enough to support the traffic, probably due to the good soil. If oiled, this section should have a top course of at least one and one-half inches of 3/4" - 0" rock to smooth the rough places and pot holes. The width of the roadbed is sufficient to enable us to oil about twenty feet wide. The alignment is fair.

Through Noti, for a distance of 0.7 of a mile, there is now an oiled mat which will do if recoiled.

The section from the west end of the oil west to the foot of Badger Mountain is both rough and weak and before it is oiled the base should be reinforced by the addition of about six inches of additional base and one and one-half inches of top material. The distance is about five miles.

Before any extensive improvement is made on this section, a decision should be made as to whether or not we should elect to improve the existing road or make the improvement on the permanent alignment.

If we choose to improve the existing road, a large amount of money will be required and it may take several years to complete this 10.5 miles. The estimated cost of the permanent improvement between Elmira and Noti, which job has been worked up, is $369,000.00. If we elect to improve the existing roadway, I feel that the ultimate improvement will be put off for many years.

The estimated cost of resurfacing and oiling the 10.5 miles is as follows:

#2
ZAG

From Elmira to Noti - distance of 4.8 miles

3200 Cu.Yd. 3/4" - 0" Material	3.00	9600.00
4.8 Miles 0-30 Oiling	2000.00	9600.00
		19200.00
Engineering & contingencies		1800.00
		$ 21000.00

Through Noti - distance of 0.7 miles

0.7 Miles Reoiling	1500.00	1050.00
Engineering		150.00
		$ 1200.00

West End - Oiling to Badget Mountain - 8 Miles - 6" Base 1 1/2" Top

18900 Cu.Yd. 2" - 0" Base	3.00	56700.00
3300 Cu.Yd. 3/4" - 0" Top	3.00	9900.00
8 Miles 0-30 Oiling	2000.00	10000.00
		58600.00
Engineering		5400.00
		$ 64000.00

Summary:

Elmira to beginning of oil	4.8 Miles	$21,000.00
Through Noti	0.7 Miles	1,200.00
Noti to Badger Mountain	4 Miles	64,000.00
Total: - - - - - - - -		$86,200.00

In estimating quantities I figured the rock twenty feet wide and the oiling eighteen feet. In figuring quantities of rock, I allowed 20% for compaction with an additional allowance of 10%.

My recommendation is to oil the section between Noti and Elmira, which would cost $38,800, and put on a light topping on the balance of the road and not oil it. Then when we start to reconstruct the road, we can begin and work west from Noti. I do not think the last named section will be as costly as the one between Veneta and Noti. This may sound bad but the section between Noti and Elmira carries a lot of traffic and we will have to do something about it before long.

Very truly yours,

K. D. LYTLE
Division Engineer

Thos Babcock

NOTED
E. A. COLLIER

RECEIVED
FEB 18 1946
FOR FILING

120-4214

3177

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 13, 1946.

SUBJECT:

To: Mr. R. H. Baldock,
State Highway Engineer,
O f f i c e.

State Highway Engineer

L

Dear Sir:

We return herewith letter from a taxpayer, complaining about the condition of the Richardson-Eugene Highway from Elmira west.

Herewith report by Mr. Lytle advising that crushed surfacing is about to be applied under authority of work order in the amount of $3000.00.

Very truly yours,

I. A. DePrance,
Assistant Maintenance Engineer.

I.D:lmg
Encl.

L

Walton Ave.
Jan. 7. 46

Dear Sirs.

I am only a lowly tax payer on land and on a car, "Poor thing". You might wonder why I feel sorry for it but if you'll accept my invitation you'll understand. Here it is.

Please get into your car new or old and drive over our road from Pat. Lindaw's Elmira to the end of the state roads (one way) and back its only about, 27 miles, long but if you can make the trip in less than 2 hr. and a half without a broken spring or a blown out tire. It will be just good luck.

I know it is not the fault of the maintainance crews they are doing all it is possible to do. on the situation but the road is simply worn out. Here is a suggestion. Why not instead of building so many paved roads paralel with in a few

NOTED
R. B. SIPPRELL

miles of each ther, dont you build Route "F" or even rebuild the existing one. We have been patient and not complained but if you'll just drive over this road once we think you'll see what we are puting up with we have to travel this road or not do any trading in Eugene. We pay our car taxes they same as any one else and feel we are entilled to some emprovement on our road. The maps call it a market road but it should be renamed.

If some thing isent done soon we may have to get up a patition and never fear we can get plenty of signatures (about 100%)

Yours Believeing your truely
dont know how bad this road realy is.

A. Tax payer.

RECEIVED
JAN 7 1946
OREGON
STATE HIGHWAY COMMISSION

...OR FILING

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

~~Salem, Oregon~~
~~April 28, 1948~~

SUBJECT:

To: Mr. E. A. Collier

The Highway Commission at its last meeting authorized the straightening of sharp curves on the Badger Mountain Section of the Richardson-Eugene Secondary Highway at an estimated cost of $4,500 and the stockpiling of approximately 3,000 cubic yards of rock to be used in stabilizing weak sections between Globe and Richardson on the same highway. The total cost, in the amount of $13,500, is to be taken from the 1948 unobligated minor betterment fund.

I understand that you are arranging to have the material crushed by the contractor on the Globe-Elmira Section. This may be done by price agreement but the cost of the work will be transferred from the construction project to a minor betterment order.

Will you please make the necessary arrangements for performance of this work.

W. C. Williams

WCW/ds

cc - W. W. Stiffler
H. G. Smith

NOTED
W. W. STIFFLER

OR FILING

April 28, 1948

Clinton Boehringer, Master
Central Grange
Veneta, Oregon

Dear Mr. Boehringer:

The State Highway Commission, at its meeting last week, had under discussion a petition requesting the improvement of a one and one-half mile section of the Route F Highway six miles west of Eugene, which is the subject matter of a resolution adopted by Central Grange, a copy of which has been received in this office.

In the discussion of this matter it was pointed out that the section of the highway referred to is scheduled for improvement in the Three Year Postwar Program that is now under way, in view of which the Commission could not see its way clear to spend any money at the present time for improvement of the existing road. I am not in position at the present time to state just when the contemplated improvement will be contracted, but I anticipate that it will go forward as soon as certain controversial features of the project have been ironed out satisfactorily.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

MEG:ee 4/29

cc - Florence Iunsen, Secretary
Central Grange
Veneta, Oregon

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 23, 1948

SUBJECT:

To: Mr. H. B. Glaisyer

Please note the attached resolution. This refers to the same section of road on which improvement was requested at the last meeting of the State Highway Commission. The Commission denied the request for improvement of this 1 1/2 mile section for the reason that this section is to be revuilt during the three-year postwar program and the existing road will not then be on the state highway system.

The Central Grange should be so advised as I do not consider it necessary to present this resolution to the Highway Commission.

W. C. Williams

WCW/ds
Encl.

NOTED BY
DATE

R E S O L U T I O N

Resolve that Central Grange go on record requesting Oregon State Highway to improve the one and one-half mile of unfinished portion of Route F six miles West of Eugene.

Railroad crossing on this part has been constructed in such a condition that it is making it hazardous for safe driving. The crossing has been in this condition for years, and the road is the heavbest traveled road West of Eugene.

Clinton Boehringer
Master

Florence Inman
Secretary
Veneta Oregon

20-1602 Eugene Traffic Signals 1949

#5178

RECEIVED
JUL 24 1950
FOR FILING

NOTED
G. S. PAXSON

FORM E-902 2M 9-49 34698

20-1602
3178

2015
2023

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 21, 1950

SUBJECT: Traffic Signals in Eugene
Contract No. 3178

To:

Mr. L. E. Parsons
Office

L

NOTED
W. C. WILLIAMS

Dear Sir:

Attached find three copies of our final statement of cost for the traffic signals constructed under cooperative agreement with the City of Eugene on Franklin Boulevard.

Very truly yours,

W. A. Reeves
Bridge Office Engineer

CAG:gm
Attached

cc W. C. Williams

NOTED
W. A. REEVES

Job No. 7258

Cost of Constructing Traffic Signals at Seven Intersections Listed Below, in City of Eugene

1. Intersection of Broadway and Mill Street
2. Intersection of Broadway and Hilyard Street
3. Intersection of Franklin Boulevard and Eleventh Avenue
4. Intersection of Franklin Boulevard and Onyx Street
5. Intersection of Franklin Boulevard and Agate Street
6. Intersection of Franklin Boulevard and Villard Street
7. Intersection of Franklin Boulevard and Walnut Street

Construction

By W. R. Grusle Company under contract 3178, awarded June 27, 1949. Work started September 1, 1949 and was completed April 30, 1950. Final Estimate (Voucher 10351).

Construct Signal System Complete	$19,480.00	
E.W.O. No. 1 Repair existing conduit	65.91	
P.A. No. 1 Extend existing conduit	376.85	
Total construction		19,922.76

Field Inspection and supervision:

17121	Sept. 1949	Payroll, E. E. Umphlette and crew	93.80	
19353	Oct. 1949	Payroll, L. R. Allen and crew	34.06	
21192	Nov. 1949	Payroll, E. E. Umphlette and crew	56.44	
21198	Nov. 1949	Payroll, L. R. Allen and crew	206.00	
15	Dec. 1949	Payroll, L. R. Allen and crew	78.71	
2131	Jan. 1950	Payroll, L. R. Allen and crew	28.45	
3535	Feb. 1950	Payroll, L. R. Allen and crew	330.30	
5765	Mar. 1950	Payroll, L. R. Allen and crew	219.74	
7443	April 1950	Payroll, L. R. Allen and crew	144.93	
		Total payroll		1,212.03
		Industrial insurance on payroll at 43¢ - 40%		2.91
		Vacation and sick leave allowance at 5.2%		63.03
		Retirement fund contribution at 5%		60.60
45342) 48618) 48753)		Miscellaneous office supplies for Equipment Dept.		18.27
21516) 22382) 3465)		Pacific Telephone and Telegraph Company October and November 1949 and January 1950 toll charges		29.47
47588		Testing Laboratory charges - 3 samples, November 1949		6.00
		Job Total		$21,313.07

City of Regina share per Agreement dated August 7, 1969:

Sub Total		$21,315.07
Less work signal at Sign Street (1/7)		3,045.01
	Balance	$18,270.06
50% of balance as City's share		9,135.03
Deposit by City	~~$10,071.06~~	4,000.00
City's share	9,135.03	
Refund due City	~~$ 935.97~~	5,135.03

CAS/gm
July 20, 1970.

FORM E-20 25M 1-50 27535

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 13, 1950

To: Mr. W. C. Williams

SUBJECT: Request for Final Billing
Franklin Blvd. Traffic Signals
Eugene
Assignment WCW 2015

Your file on the above subject and numbered assignment is returned herewith. Inasmuch as Mr. Paxson's office normally prepares the final billing on traffic signal jobs let to contract, I think it would be advisable to refer this assignment to them.

On this date I talked to Mr. Reeves and Mr. Gardner of the Bridge Department, and they advised me that they have not finaled this job, but are in a position to do so.

NOTED
W. C. WILLIAMS

J. Al. Head
Assistant Traffic Engineer

JAH:bv

Attachment

OKEC

ASSIGNMENT

No. 20-2 Incur

July 14, 1950

By _____

Description: Oren L. King's letter of July 7 stating they are ready to pay the City's portion of traffic signal on Franklin Blvd. as per contract of August 2, 1949

Acknowledged by _____ Referred to _ Bureau _____

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for _____ Signature
_____ FOR FILING _____

PLEASE RETURN TO
W. C. WILLIAMS

Assignment executed 1-27-50 Report received _____
one

Remarks: Can you furnish final cost data now?

WCW

ASSIGNMENT

...ce: July 13, 1950 No. 2015 [illegible]
By [illegible]

Description: Letter of July 7 from Oren L. King stating the City of Eugene is ready to pay the city's portion of traffic signals on Franklin Blvd. as per contract of August 2, 1949

Acknowledged by _____ Referred to Crandall ~~Crandall~~ ~~[illegible]~~

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
XXX Return with rough draft of reply
Please prepare for _____ signature

Assignment executed _____ Report received _____

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Remarks: Retd 7-14-50 me

J. AL HEAD

JOHNSON, MAYOR

OREN L. KING, CITY MANAGER

CITY OF EUGENE

OFFICE OF CITY MANAGER
EUGENE, OREGON

JULY 7, 1950

MR. R. H. BALDOCK,
STATE HIGHWAY ENGINEER,
OREGON STATE HIGHWAY COMMISSION,
SALEM, OREGON.

See 20-1605 #3387

DEAR SIR:

AS PER OUR LETTER OF JANUARY 18, 1950, WE ARE NOW READY TO PAY FOR THE CITY'S PORTION OF THE TRAFFIC CONTROL SIGNALS ON FRANKLIN BLVD. AS PER CONTRACT DATED AUGUST 2, 1949.

THE AGREEMENT CALLED FOR PAYMENT BY THE CITY OF AN AMOUNT APPROXIMATED AT $10,071.42 AS THE CITY'S SHARE OF THIS WORK; HOWEVER, I PRESUME NOW THAT THE CONTRACT IS FINISHED THAT YOU WILL BE ABLE TO PRESENT US WITH A BILL FOR THE ACTUAL FINAL COST WHICH WE WILL PAY AS SOON AS IT IS RECEIVED.

VERY TRULY YOURS,

Oren L. King

OREN L. KING,
CITY MANAGER.

OLK:LG

RECEIVED
JUL 14 1950
...WAY COMMISSION

W. C. WILLIAMS

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Contract 3178 Stand 9/1-4. Complete 4/30/50
Prefix 20-1602
Oren King.

NOTED
J. AL HEAD

RECEIVED
JUL 1 1950
FOR FILING

20-1602

OREGON STATE HIGHWAY COMMISSION

~~July 3, 1950~~
(Date)

~~2270~~ (Contract No.) | 6-final (Est. No.) | W. R. Cragle Co. (Contractor)

Vou. No:	Warrant No:	Amt: $	Date:
10351	377535	1,027.16	7/6/50

~~Name~~

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. This warrant will be held in the Accounting Division until advised by you that release is authorized.

Specified completion date:

Completion date:
Contract accepted:

Time Extensions:

Penalties:

Claims:

Remarks:

ACCOUNTING DIVISION
aaw

Date:

Accounting Division:

Release of the above warrant is hereby authorized:

H. B. Glaisyer

Warrant Mailed: JUL 14 1950
aaw

NOTED ON CARD
7-14-50 gl

OREGON STATE HIGHWAY COMMISSION

~~July 7, 1950~~
(Date)

~~3170~~ (Contract No.)	6-final (Est. No.)	W. R. Grasle Co. (Contractor)	
Vou. No:	Warrant No:	Amt: $	Date:
10351	377535	1,027.16	7/6/50

~~Memo~~

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. This warrant will be held in the Accounting Division until advised by you that release is authorized.

Specified completion date: Dec. 31, 1949

Completion date: April 30, 1950
Contract Accepted: July 11, 1950

Time Extensions: Extended to April 30, 1950 without penalty

Penalties: None of Record

Claims: None of Record

Remarks:

ACCOUNTING DIVISION

Date: July 13, 1950

Accounting Division:

Release of the above warrant is hereby authorized:

H. B. Glaisyer

Warrant Mailed:

RECEIVED
JUN 21 1950
FOR FILING

20-1602
3178

3178

June 19, 1950

General Casualty Company of America
The Jewett Agency
1101 Weatherly Bldg.
Portland 14, Oregon

Gentlemen:

Please be advised that State Highway Contract No. 3178 for work on the Eugene Section of the Pacific Highway in Lane County, has been completed by the Contractor, W. R. Grasle Co., and that final payment in the amount of $1,027.16 will be made after acceptance by the Commission.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information, we wish to advise that the total contract amount is $19,922.76, of which $65.91 represents force account items. This contract was completed on April 30, 1950.

This notice is sent to you because you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

cc:

cc: General Casualty Co. of America
General Insurance Building
Seattle 5, Washington

NOTED ON CARD
6-19-50 gl

RECEIVED
MAY 1 - 1950
FOR FILING

20-16C2d

3178

May 1, 1950

W. R. Grunle Co.
437 N. W. 16th Ave.
Portland, Oregon

Gentlemen:

The State Highway Commission, at its meeting on April 25, 1950, had under discussion your request for an extension of time of 120 days, from December 31, 1949 to April 30, 1950, within which to complete your contract No. 3178 for installation of traffic signals at Eugene, in Lane County.

I am pleased to inform you that the Highway Commission granted your request without penalty. However, I was instructed to inform you that the Commission, in arriving at its decision, considered but did not necessarily adopt either the recommendation of the Engineer or the reasons given by you for failure to complete the project within the specified time.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: K. D. Lytle,
Division Engineer

W. A. Reeves

NOTED ON CARD
5-1-50 gl

RECEIVED
APR 26 1950
FOR FILING

20-1602

3178

April 26, 1950

The Jewett Agency
1101 Weatherly Bldg.
Portland 14, Oregon

Gentlemen:

You are advised of the intention of the State Highway Commission to make semi-final payment to W. R. Grasle Co., on contract No. 3178, covering installation of Eugene Traffic Signals. This payment, in the amount of $1,850.60, will be made on or after May 6, 1950. The retained percentage is $584.40.

The State is not advised of any unpaid claims for labor or materials, or of the existance of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: General Casualty Co.of America
General Insurance Bldg.
Seattle 5, Washington
Attn.: Surety Department

NOTED OK GHD

4-26-50 gl

RECEIVED
APR 1 1 1950
FOR FILING

20-1602
3178

April 13, 1950

Request for Extension of Time
No. 5,
April 24 and 25 meeting.

State Highway Commission

Gentlemen:

Re: Express Traffic Signals
Contract No. 3178
U. S. Graphic Company, Contractor

This work has been held up on account of the inability of the contractor to obtain delivery on the steel poles for the installation. These poles have now been received, and the job is complete with the exception of painting. This is being delayed until weather conditions are suitable. It is recommended that the extension, from December 31, 1949 to April 30, 1950, be granted without penalty.

This is a State Project and concurrence of the Bureau of Public Roads in this recommendation is not required.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attached
CH/rgm

RECEIVED
JUL 19 1949
FOR FILING

20-1602

3179

July 18, 1949

W. R. Grasle Co.
437 N. W. 16th Avenue
Portland, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3179 which was awarded to you on June 27, 1949 by the State Highway Commission, covering Eugene Traffic Signals on the Pacific Highway in Lane County.

An executed copy of this contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

RECEIVED
JUN 29 1949
FOR FILING
20602
3178

June 29, 1949

W. B. Grenle Company
437 N W. 16th Avenue
Portland 9, Oregon

Gentlemen:

The State Highway Commission on June 27, 1949, awarded you the contract for installation of traffic signals in the City of Eugene, Lane County. This award was based on your low bid of $19,480 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,
OREGON STATE HIGHWAY COMMISSION

Secretary

cc

cc - Mr. S. E. Prebert
Mr. C. E. Pearson

RECEIVED
JUN 3 1949
FOR FILING

FORM S-3027 10M 6-48 29499

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

May 31, 1949

SUBJECT: Traffic Signal Installations
US99--Eugene

To: O. S. Paxon
Bridge Engineer

Attention: W. A. Reeves

Herewith are plans, specifications and cost estimates covering the installation of traffic signals at seven intersections on US99 in the City of Eugene. You will note that the estimated cost of the installation is $23,250.00.

This job has been approved by Commission through minute entry and we are in process of getting the prerequisite State-City agreement signed up. Notwithstanding the fact we do not have the completely executed State-City agreement in hand we anticipate no difficulty in this direction, just a matter of time. It would be desirable to let contract on this job at the June meeting of the Commission, in which direction would you please proceed with preparation of final specifications and contract?

We will keep you informed as regards execution of State-City agreement. In any event the job should not be advertised until we have such executed agreement in hand.

F. B. Grandall
Traffic Engineer

FBC:LJ
Attachment

cc: W. C. Williams

RECEIVED
MAY 27 1949
FOR FILING

FORM E-20K 10M 6-46 22429

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 24, 1949

SUBJECT: Agreement for Traffic Signal Installation
High to Walnut Section, US99 - Eugene

To: Mr. J. M. Devers
Legal Department

As a part of the plans for improvement of US99 in the City of Eugene, it is planned to install a traffic signal system on the section between High and Walnut Streets. Will you please prepare the agreement.

The points to be covered in the agreement are as follows:

1. The State to install or cause to be installed, traffic signals at the following intersections on US99:

   Broadway and Mill Street
   Broadway and Hilyard Street
   Franklin Boulevard and Eleventh Avenue
   Franklin Boulevard and Onyx Street
   Franklin Boulevard and Agate Street
   Franklin Boulevard and Willard Street
   Franklin Boulevard and Walnut Street

2. The installation is estimated to cost $23,500.00.

3. The City is to pay one half the cost of installation and is to maintain and operate the signals after installation, provided that no change in the signal timing program is to be made without prior approval of the State.

4. The City is to deposit with the Highway Department a check for one half the estimated cost of the installation. The final cost of the installation shall govern, with adjustments being made as necessary.

If there is any additional information which you will need in the preparation of the agreements please advise me. The plans and specifications have not yet been completed so it will not be possible to include them in the agreement.

J. Al Head
Assistant Traffic Engineer

VJ/jlt

cc: W. C. Williams

RECEIVED
APR 18 1940
FOR FILING

April 15, 1940

Mr. Tom Powers, Superintendent
Bethel Public Schools
Eugene, Oregon

Dear Sir:

Your communication of April 13 has been referred to our Traffic Engineer for investigation and report.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB/gd

cc: W. C. Williams
F. B. Crandall

Record of Assignment #5215

20-1056 Eugene (High St.-Judkins Point(Sec. Pacific Hwy. 1949

#3179

RECEIVED
NOV 22 1950
FOR FILING

OREGON STATE HIGHWAY COMMISSION

(date)
Nov. 21, 1950

20-10 56

3179
(CONTRACT NO.)

(EST. NO.)	(CONTRACTOR)
6A-final	Steen's Rock & Landscape Co.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
18992	B-4099	$ 262.44	11/20/50

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

A. F. Middlesworth
ACCOUNTING DIVISION

Specified Completion Date: Oct. 31, 1949

Time Extensions: Extended to July 14, 1950 without penalty

Completion Date: July 14, 1950

Date Accepted: Aug. 21, 1950

Penalties: None of record

Claims: None outstanding of record - (See Remarks)

Remarks: This final was split, Est.#6 being assigned to McNeese in the amt. of $507.84, and No.6A-final paid direct to contractor.

Date: 11-21-50

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: NOV 22 1950
A. F. Middlesworth

NOTED ON CARD
11-22-50

RECEIVED
NOV 21 1950
FOR FILING

20-105-6

3179
(CONTRACT NO.)

OREGON STATE HIGHWAY COMMISSION
(date)
November 21, 1950

(EST. NO.)	(CONTRACTOR)
6	Stoen's Rock & Landscape Co. Assigned: A. J. McKeese of McKeese's Plumbing, Heating & Electric

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
18991	R-4100	507.84	Nov. 20, 1950

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

A. R. Wichlander
ACCOUNTING DIVISION

Specified Completion Date: Oct. 31, 1949

Time Extensions: Extended to July 14, 1950 without penalty

Completion Date: July 14, 1950

Date Accepted: Aug. 21, 1950

Penalties: None of record

Claims: None outstanding of record

Remarks:

Mr. Glaisyer:

Since the final estimate for this job was originally written up in the sum of $770.28, due Stoen's Rock & Landscape Company and arrangements made later to split the final estimate in order to satisfy the claim of Mr Keese's a partnership, in the sum of $507.84, of which the above recorded warrant is a part, I am submitting for your signature, the usual final release form. You will note that this warrant No. R-4100, is assigned to A. J. McKeese of McKeese's Plumbing, Heating Electric, which this office is this date mailing to the assignee; the final estimate due the contractor in the sum of $262.44, is indicated as Final 6-A, which I am holding for your release.

Date: 11-21-50

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

NOTED ON CARD

Warrant Mailed: NOV 22 1950
A. R. Wichlander

RECEIVED
OCT 30 1950
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

20-1056

3179

OREGON
STATE HIGHWAY COMMISSION
SALEM

October 27, 1950

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

NOTED
H. B. GLAISYER

Stoen's Rock and Landscape Company
8406 Aurora Avenue
Seattle, Washington

Gentlemen:

I enclose for your signature the revised Estimate vouchers in connection with Contract No. 3179. These two vouchers replace the voucher which you originally signed in the amount of $770.28. The first voucher we have designated as Estimate 6 for $507.84 and this payment is assigned to A. J. McNeese as per the assignment filed with the secretary of our Commission. On this voucher I would request your signature to the voucher certificate and also, in order to satisfy the Secretary of State's requirement, I would appreciate that you sign the assignment form attached to the voucher. The other voucher is written directly in your favor in the amount of $262.44 and is designated as 6A-final. On this voucher I would request that you sign the release form attached to the voucher.

These revised vouchers are necessitated by the fact that the Secretary of State's accounting system does not permit more than one estimate to be issued on any claim voucher, and that only a portion of the final claim is covered by the assignment.

The prompt return of these papers will be very much appreciated.

Very truly yours,

M. H. Hawke
Auditor

by Carl F. Smith
Carl F. Smith
Claims Supervisor

CFS:rs
encl.

cc: H. B. Glaisyer

Johnson, Johnson and Johnson
Attorneys at Law
65 East Broadway
Eugene, Oregon

10:27 5c

RECEIVED
OCT 24 1950
FOR FILING

Files

20-1056
3179

October 20, 1950

M. M. Hamlin
Chief Auditor

Attached hereto for your information is a certified copy of the assignment given by Steen's Landscape Construction Company to A. J. McNeese and Elma M. McNeese, dba McNeese's, a partnership. The amount involved is $507.84 and it represents services rendered Steen's Landscape Construction Company in connection with its contract No. 3179 with the State Highway Commission for landscaping the High Street-Judkins Point section of the Pacific Highway in Eugene, Lane County.

Attached to this assignment is a certified copy of the affidavit of Mr. William O. Sattree who executed the assignment in behalf of Steen's Landscape Construction Company. I also attach a certified copy of a letter that I have just received from the United Stated Fidelity and Guaranty Company consenting to the assignment without prejudice to the bond which it furnished the Steen's Landscape Construction Company in connection with this job. The assignment and consent of surety have been found satisfactory in this department and are being honored. It therefore will be in order for you to prepare vouchers in confirmation thereof, i.e., one voucher should be prepared in the amount of $507.84 payable to Steen's Landscape Construction Company, assigned to A. J. McNeese. The other voucher covering the balance due Steen's Landscape Construction Company in connection with this job may be made payable direct to that company. I forwarded you copies of the assignment and affidavit several days ago. The attached certified copies are for forwarding to the Secretary of State with the vouchers.

Secretary

NOTED ON CRDW
10-25-50, JR

EEG:ds
Enc. 3
cc: Floyd Query

(Attached are the originals of the papers mentioned in the above letter. Please file

RECEIVED
OCT 24 1950
FOR FILING

20-1056
3179

October 20, 1950

United States Fidelity and Guaranty Company
c/o McCallister and Company
300 Central Building
Seattle 4, Washington

Attention: L. L. Andrus

Gentlemen:

This is to acknowledge receipt of and to thank you for your letter of October 19 just received, in which you consent to the payment of $507.84 and to the assignment to Holmes's Plumbing, Heating and Electric of the sum of $507.84 of the retained percentage due Steen's Landscape Construction Company for performance of work under state highway contract No. 3179 covering the landscaping on the High Street-Jasmine Point section of the Pacific Highway, Eugene, Lane County.

Respectfully,

Secretary
OREGON STATE HIGHWAY COMMISSION

HEO:ds
cc: Floyd Query

NOTED ON C/WO
10-20-50, gl

RECEIVED
OCT 25 1950
FOR FILING

COPY

20-1056

3179

McCOLLISTER & COMPANY
General Agents

300 Central Building
Seattle 4, Wash.

October 19, 1950

Oregon State Highway Commission
Salem,
Oregon

Attention: Mr. H. B. Glaisyer

Gentlemen:

This is to advise you that the undersigned, as Surety for Stoen's Rock and Landscape Company on Oregon State Highway Contract No. 3179, do hereby give our consent to the release of $507.84 of the Retained Percentage to McNeese's in satisfaction of their claim. This consent will in no way prejudice the bond furnished by us to the Oregon State Highway Commission.

Yours very truly,

UNITED STATES FIDELITY AND GUARANTY COMPANY

By /s/ L. L. Edwards

L. L. Edwards, Attorney-in-fact

LLE:wsh

SEAL

I, H. B. Glaisyer, hereby certify that I am the duly appointed, qualified and acting Secretary to the Oregon State Highway Com

mission; that I have compared the foregoing.....
with the original thereof on file in this office and the same is a true and correct copy of said original and of the whole thereof.

Dated this.....day of....., 19.....

.....
Secretary

COPY

COPY

A S S I G N M E N T

KNOW ALL MEN BY THESE PRESENTS That I, WILLIAM G. SATTREE, duly authorized agent of STOEN'S LANDSCAPE CONSTRUCTION COMPANY, A Partnership, of Eugene, county of Lane, state of Oregon, in consideration of the release by A. J. McNEESE of McNEESE'S PLUMBING, HEATING AND ELECTRIC, Springfield, Oregon, of all monies due STOEN'S LANDSCAPE CONSTRUCTION COMPANY from the State of Oregon Highway Commission under contract No. 3179, Landscape (High Street, Judkins Point Section, Pacific Highway), which have heretofore been attached and garnisheed in the hands of the State of Oregon by said A. J. McNEESE, in an action filed by A. J. McNEESE and ELNA N. McNEESE dba McNEESE'S, A Partnership, vs. STOEN'S LANDSCAPE CONSTRUCTION COMPANY, on the 19th of June, 1950, said garnishment having been made on the second of June, 1950, the obtaining of such release being hereby acknowledged, do hereby sell, transfer, and assign to A.J. McNEESE of McNEESE'S PLUMBING, HEATING AND ELECTRIC, Springfield, Oregon, all right, title and interest which either or both I and STOEN'S LANDSCAPE CONSTRUCTION COMPANY have in and to the sum of FIVE HUNDRED SEVEN AND 84/100 ($507.84) DOLLARS, part of the money now due, are hereafter to become the Oregon State Highway Commission to STOEN'S LANDSCAPE CONSTRUCTION COMPANY by virtue of work done on the above referred to contract 3179 and do hereby authorise the Oregon State Highway Commission to pay said sum of $507.84 over to said A.J. McNEESE whose receipt to the Oregon State Highway Commission shall be its discharge of this obligation to STOEN'S LANDSCAPE CONSTRUCTION COMPANY or to myself, William G. Sattree.

Dated this 20th day of September, 1950, at Eugene, Oregon.

/s/ William G. Sattree

Subscribed and sworn to before me this 20th day of September, 1950.

SEAL

/s/ Harold V. Johnson, Jr.
Notary

My Comm. expires 9-13-53

COPY

RECEIVED
OCT 20 1950
FOR FILING

20-1056

3179

October 19, 1950

Johnson, Johnson & Johnson,
Attorneys and Counsellors at Law
65 East Broadway
Eugene, Oregon

Attention: Harold V. Johnson, Jr.

Gentlemen:

I have just received your letter of October 18, 1950 enquiring concerning final payment to Stoen's Landscape Construction Company. In reply I will say that the voucher is now being processed. It has taken a little longer to do this because of the assignment given to Holmes'n.

In the first place, it was necessary to have the assignment approved by the surety on the bond furnished by Stoen Rock & Landscape Company in connection with this job, which approval has just been obtained, and the Auditor informs me that it will also be necessary for Stoen Landscape Company to execute two new vouchers, one in the amount of the assignment and the other in the amount of the balance of the total payment.

I assure you that the matter will be expedited as much as possible.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG/fm

DIAL 5-3364

JOHNSON, JOHNSON & JOHNSON
ATTORNEYS AND COUNSELLORS AT LAW
65 EAST BROADWAY
EUGENE, OREGON

H. V. JOHNSON
HAROLD V. JOHNSON, JR.
R. W. JOHNSON

October 18, 1950

IN RE:

Contract No. 3179
A. J. McNeese and Elna McNeese
dba McNEESE'S, A Partnership,
Plaintiffs, vs.
Stoen Landscape Construction Co.
Defendant.

Oregon State Highway
Commission
Salem, Oregon

Attention Mr. H. B. Glaisyer, Secretary
State Highway Commission

Dear Sir:

I received a letter dated September 27, 1950, from J. M. Devers by his assistant, G. E. Rohde, in the above matter, stating that he had advised payment of monies due Stoen's Landscape Construction Co. as per the rights of the parties under an assignment executed by Mr. William G. Sattree, a partner of Stoen's Landscape Construction Co., to A. J. McNeese of McNeese's Plumbing, Heating and Electric.

This assignment amounted to $507.84.

I would appreciate your informing me if these monies will be so disbursed within the very near future.

Yours very truly,

JOHNSON, JOHNSON & JOHNSON

By Harold V. Johnson Jr.
Harold V. Johnson, Jr.

HVJr/jb

RECEIVED
OCT 19 1950
OREGON
STATE HIGHWAY COMMISSION

ANSWERED
H. B. GLAISYER

RECEIVED
OCT 23 1950
FOR FILING

20-1096
3179

October 11, 1950

United States Fidelity and Guaranty Company
c/o McCallister and Company
300 Central Building
Seattle 4, Washington

Attention: Mr. Beeson, Manager
Bond Department

Gentlemen:

This letter concerns Oregon State Highway Contract No. 3179 awarded by the Highway Commission to Steen's Rock and Landscape Company, Seattle, for landscaping on the Eugene (High Street--Junkins Point) Section of the Pacific Highway in Lane County.

The work covered by this contract has been completed and the State Highway Commission is ready and willing to release to the contractor final payment therefor amounting to $770.28. The records of this commission reveal a claim filed by McCoss's, a partnership, amounting to $507.84 for services rendered Steen's Landscape Company. As matter of fact the funds due and payable Steen's Landscape Company were attached; however, arrangements have been made for the release of the attachment by assignment to McCoss's of $507.84 of the total amount remaining to be paid in connection with this job. I attach a copy of the assignment and a copy of an affidavit by William G. Sattren with respect thereto.

The Oregon State Highway Commission is willing to honor this assignment if the surety on the bond furnished by Steen's Landscape Company will give its consent thereto in writing without prejudice to the bond. This is a standard requirement of the State Highway Commission. The United States Fidelity and Guaranty Company appears as surety on this bond. This letter is directed to you at the instance of Mr. K. Deeree of the Portland office of the surety to request your consent to the assignment so that final payment in connection with this job may be expedited. Incidently, the Oregon State Highway Commission has no record or knowledge of any other claims outstanding against this contract.

We will appreciate an early response to this request which I might add is a duplicate of a telephonic request made at your Portland office on Wednesday of last October 4.

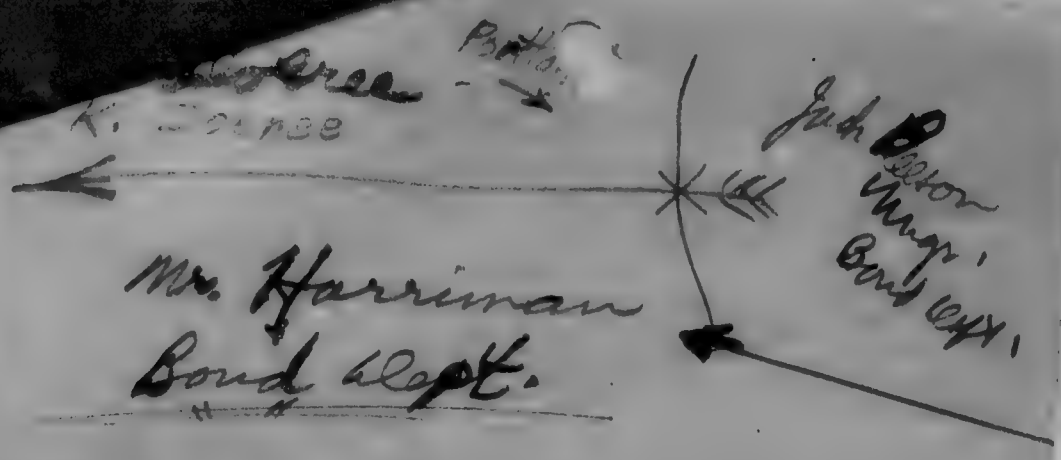
Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

HBG:md
cc - Wade Kasing
Floyd Curry

10-11-50 cgf



McCollister + Co.

Main 7772

300 Central Bldg

Seattle 4-Wash.

Mr. Glasgow

Copies are attached as requested.

F. D.

AFFIDAVIT

STATE OF OREGON)
County of Lane) ss

WILLIAM G. SATTREE of the city of Eugene,
county of Lane, state of Oregon,
being first duly sworn deposes and says:

That on August 2nd, 1949, he was the local manager at Eugene, Oregon, for STOEN'S LANDSCAPE CONSTRUCTION COMPANY, which Company has its home office at 8406 Aurora Avenue, Seattle 3, Washington. That on said date of August 2, 1949, said manager was fully authorized to enter into a contract with A. J. McNEESE who represented McNEESE'S PLUMBING, HEATING AND ELECTRIC, Springfield, Oregon, and on said date, said WILLIAM G. SATTREE did enter into a contract on behalf of STOEN'S LANDSCAPE CONSTRUCTION COMPANY, with A. J. McNEESE on behalf of McNEESE'S.

That said contract provided for the payment of all monies due to McNEESE'S within 30 days after date of completion of such work provided for in said contract. That subsequent to the date that said contract was executed the parties thereto had a bona fide dispute over the terms and conditions thereof, and A. J. McNEESE filed an action on June 19, 1950, in the Circuit Court of Lane County, Oregon, to recover a balance alleged to be due under said contract in the sum of FIVE HUNDRED SEVEN AND 84/100 ($507.84) DOLLARS.

That on the 13th of July, 1950, Mr. Sattree met with Mr. McNeese and each representing his firm and having full authority so to do, entered into a compromise agreement whereby Mr. McNeese was to perform further work as per the contract of August 2, 1949, and upon full completion thereof, Mr. Sattree was to make prompt

arrangement for the payment of Mr. McNeese's claim of $507.84 out of monies attached and garnished in the hands of the State of Oregon and due to STOEN'S LANDSCAPE CONSTRUCTION COMPANY on the job at Eugene, Oregon, where McNeese's had performed service.

That Mr. Sattree in recognition of Mr. McNeese's full performance of said agreement of July 13, 1950, hereby states that the sum of $507.84 is due and that he does have the duty to take the necessary action by assignment or otherwise to pay Mr. McNeese for McNeese's, said sum of $507.84 out of the funds now due and owing from the State of Oregon to STOEN'S LANDSCAPE CONSTRUCTION COMPANY.

That William G. Sattree is fully authorized to make such an assignment on behalf of STOEN'S LANDSCAPE CONSTRUCTION COMPANY,

William G. Sattree (signed)

Subscribed and sworn to before me this 20 day of Sept., 1950.

Harold V. Johnson Jr. (signed)
Notary Public for Oregon

My Comm. exp. 9-13-53

MJL

AFFIDAVIT

STATE OF OREGON)
County of Lane) ss

WILLIAM G. SATTREE of the city of Eugene, county of Lane, state of Oregon, being first duly sworn deposes and says:

That on August 2nd, 1949, he was the local manager at Eugene, Oregon, for STOEN'S LANDSCAPE CONSTRUCTION COMPANY, which Company has its home office at 8406 Aurora Avenue, Seattle 3, Washington. That on said date of August 2, 1949, said manager was fully authorized to enter into a contract with A. J. McNEESE who represented McNEESE'S PLUMBING, HEATING AND ELECTRIC, Springfield, Oregon, and on said date, said WILLIAM G. SATTREE did enter into a contract on behalf of STOEN'S LANDSCAPE CONSTRUCTION COMPANY, with A. J. McNEESE on behalf of McNEESE'S.

That said contract provided for the payment of all monies due to McNEESE'S within 30 days after date of completion of such work provided for in said contract. That subsequent to the date that said contract was executed the parties thereto had a bona fide dispute over the terms and conditions thereof, and A. J. McNEESE filed an action on June 19, 1950, in the Circuit Court of Lane County, Oregon, to recover a balance alleged to be due under said contract in the sum of FIVE HUNDRED SEVEN AND 84/100 ($507.84) DOLLARS.

That on the 13th of July, 1950, Mr. Sattree met with Mr. McNeese and each representing his firm and having full authority so to do, entered into a compromise agreement whereby Mr. McNeese was to perform further work as per the contract of August 2, 1949, and upon full completion thereof, Mr. Sattree was to make prompt

arrangement for the payment of Mr. McNeese's claim of $507.84 out of monies attached and garnished in the hands of the State of Oregon and due to STOEN'S LANDSCAPE CONSTRUCTION COMPANY on the job at Eugene, Oregon, where McNeese's had performed service.

That Mr. Sattree in recognition of Mr. McNeese's full performance of said agreement of July 13, 1950, hereby states that the sum of $507.84 is due and that he does have the duty to take the necessary action by assignment or otherwise to pay Mr. McNeese for McNeese's, said sum of $507.84 out of the funds now due and owing from the State of Oregon to STOEN'S LANDSCAPE CONSTRUCTION COMPANY.

That William G. Sattree is fully authorized to make such an assignment on behalf of STOEN'S LANDSCAPE CONSTRUCTION COMPANY,

William G. Sattree (signed)

Subscribed and sworn to before me this 20 day of Sept., 1950.

Harold V. Johnson Jr. (signed)
Notary Public for Oregon

My Comm. exp. 9-13-53

SEAL

A S S I G N M E N T

KNOW ALL MEN BY THESE PRESENTS That I, WILLIAM G. SATTREE, duly authorized agent of STOEN'S LANDSCAPE CONSTRUCTION COMPANY, A Partnership, of Eugene, county of Lane, state of Oregon, in consideration of the release by A. J. McNEESE of McNEESE'S PLUMBING, HEATING AND ELECTRIC, Springfield, Oregon, of all monies due STOEN'S LANDSCAPE CONSTRUCTION COMPANY from the State of Oregon Highway Commission under contract No 3179, Landscape (High Street, Judkins Point section, Pacific Highway), which have heretofore been attached and garnisheed in the hands of the State of Oregon by said A. J. McNEESE, in an action filed by A. J. McNEESE and ELMA M. McNEESE dba McNEESE'S A Partnership, vs. STOEN'S LANDSCAPE CONSTRUCTION COMPANY, on the 19th of June, 1950, said garnishment having been made on the second of June, 1950, the obtaining of such release being hereby acknowledged, do hereby sell, transfer, and assign to A. J. McNEESE of McNEESE'S PLUMBING, HEATING AND ELECTRIC, Springfield, Oregon, all right, title and interest which either or both I and STOEN'S LANDSCAPE CONSTRUCTION COMPANY have in and to the sum of FIVE HUNDRED SEVEN AND 84/100 ($507.84) DOLLARS, part of the money now due, are hereafter to become the Oregon State Highway Commission to STOEN'S LANDSCAPE CONSTRUCTION COMPANY by virtue of work done on the above referred to contract 3179 and do hereby authorize the Oregon State Highway Commission to pay said sum of $507.84 over to said A. J. McNEESE whose receipt to the Oregon State Highway Commission shall be its discharge of this obligation to STOEN'S LANDSCAPE CONSTRUCTION COMPANY or to myself, William G. Sattree.

DATED This 20 day of September, 1950, at Eugene, Oregon

William G. Sattree (signed)

Subscribed and sworn to before me this 20 day of September, 1950.

SEAL

My comm. expires 9-13-53

Harold V. Johnson Jr. (signed)
Notary

A S S I G N M E N T

KNOW ALL MEN BY THESE PRESENTS That I, WILLIAM G. SATTREE, duly authorized agent of STOEN'S LANDSCAPE CONSTRUCTION COMPANY, A Partnership, of Eugene, county of Lane, state of Oregon, in consideration of the release by A. J. McNEESE of McNEESE'S PLUMBING, HEATING AND ELECTRIC, Springfield, Oregon, of all monies due STOEN'S LANDSCAPE CONSTRUCTION COMPANY from the State of Oregon Highway Commission under contract No 3179, Landscape (High Street, Judkins Point section, Pacific Highway), which have heretofore been attached and garnisheed in the hands of the State of Oregon by said A. J. McNEESE, in an action filed by A. J. McNEESE and ELSA M. McNEESE dba McNEESE'S A Partnership, vs. STOEN'S LANDSCAPE CONSTRUCTION COMPANY, on the 19th of June, 1950, said garnishment having been made on the second of June, 1950, the obtaining of such release being hereby acknowledged, do hereby sell, transfer, and assign to A. J. McNEESE of McNEESE'S PLUMBING, HEATING AND ELECTRIC, Springfield, Oregon, all right, title and interest which either or both I and STOEN'S LANDSCAPE CONSTRUCTION COMPANY have in and to the sum of FIVE HUNDRED SEVEN AND 84/100 ($507.84) DOLLARS, part of the money now due, are hereafter to become the Oregon State Highway Commission to STOEN'S LANDSCAPE CONSTRUCTION COMPANY by virtue of work done on the above referred to contract 3179 and do hereby authorize the Oregon State Highway Commission to pay said sum of $507.84 over to said A. J. McNEESE whose receipt to the Oregon State Highway Commission shall be its discharge of this obligation to STOEN'S LANDSCAPE CONSTRUCTION COMPANY or to myself, William G. Sattree.

DATED This 20 day of September, 1950, at Eugene, Oregon

William G. Sattree (signed)

Subscribed and sworn to before me this 20 day of September, 1950.

SEAL

My comm. expires 9-13-53

Harold V. Johnson Jr. (signed
Notary

A S S I G N M E N T

KNOW ALL MEN BY THESE PRESENTS That I, WILLIAM G. SATTREE, duly authorized agent of STOEN'S LANDSCAPE CONSTRUCTION COMPANY, A Partnership, of Eugene, county of Lane, state of Oregon, in consideration of the release by A. J. McNEESE of McNEESE'S PLUMBING, HEATING AND ELECTRIC, Springfield, Oregon, of all monies due STOEN'S LANDSCAPE CONSTRUCTION COMPANY from the State of Oregon Highway Commission under contract No 3179, Landscape (High Street, Judkins Point section, Pacific Highway), which have heretofore been attached and garnisheed in the hands of the State of Oregon by said A. J. McNEESE, in an action filed by A. J. McNEESE and ELNA M. McNEESE dba McNEESE'S A Partnership, vs. STOEN'S LANDSCAPE CONSTRUCTION COMPANY, on the 19th of June, 1950, said garnishment having been made on the second of June, 1950, the obtaining of such release being hereby acknowledged, do hereby sell, transfer, and assign to A. J. McNEESE of McNEESE'S PLUMBING, HEATING AND ELECTRIC, Springfield, Oregon, all right, title and interest which either or both I and STOEN'S LANDSCAPE CONSTRUCTION COMPANY have in and to the sum of FIVE HUNDRED SEVEN AND 84/100 ($507.84) DOLLARS, part of the money now due, are hereafter to become the Oregon State Highway Commission to STOEN'S LANDSCAPE CONSTRUCTION COMPANY by virtue of work done on the above referred to contract 3179 and do hereby authorize the Oregon State Highway Commission to pay said sum of $507.84 over to said A. J. McNEESE whose receipt to the Oregon State Highway Commission shall be its discharge of this obligation to STOEN'S LANDSCAPE CONSTRUCTION COMPANY or to myself, William G. Sattree.

DATED This 20 day of September, 1950, at Eugene, Oregon

William G. Sattree (signed)

Subscribed and sworn to before me this 20 day of September, 1950.

SEAL

My comm. expires 9-13-53

Harold V. Johnson Jr. (signed)
Notary

122X 20M 8-50

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

September 27, 1950

Johnson, Johnson & Johnson
Attorneys at Law
65 East Broadway
Eugene, Oregon

IN RE: Contract No. 3179
A. J. McNeese and Elna McNeese
dba McNeese's, a Partnership, Plaintiffs,
vs. Stoen Landscape Construction Co.,
Defendant

ATTENTION: Mr. Harold V. Johnson, Jr.

Gentlemen:

This will acknowledge receipt of your letter of September 21 enclosing a certified copy of the Motion and Order of voluntary non-suit and release of attachment in the above-entitled Case. Also received was the affidavit and the assignment on the part of Mr. William G. Sattree, as a partner of Stoen's Landscape Construction Company, to the effect that said release was made in consideration of the assignment by Stoen's Landscape Construction Company of $507.84 of the sum due them on their Contract with the State Highway Commission to A. J. McNeese of McNeese's Plumbing, Heating and Electric.

These instruments together with the certificate and claim voucher by Stoen's Landscape Construction Company for final payment under Contract No. 3179 have been forwarded to Mr. Glaisyer, Secretary of the State Highway Commission, with advice that the funds heretofore withheld under said Contract by reason of the attachment may be released to the parties in accordance with the assignment upon final auditing and approval of the claim voucher.

Very truly yours,

J. M. DEVERS

By

G. E. ROHDE
Assistant Attorney

GER:aj

cc Montgomery, Montgomery & Purdue
cc United States Fidelity and Guaranty Company
cc Mr. H. B. Glaisyer

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

September 27, 1950
Salem

SUBJECT: In Re Contract No. 3179

To: Mr. H. B. Glaisyer,
Secretary
State Highway Commission

O F F I C E

Dear Mr. Glaisyer,

This office is in receipt of a certified copy of an Order issued by Judge Skipworth in the Case of A. J. McNeese and Elna McNeese, d.b.a. McNeese's a Partnership, Plaintiffs, vs. Stoen Landscape Construction Co., Defendant, in the Circuit Court for Lane County, that a judgment for non-suit be entered in said Case and that the attachment issued therein be released.

You are advised that thereby the Highway Commission is released from said attachment and any monies due Stoen's Landscape Construction Company under Contract No. 3179 which have heretofore been withheld may be paid.

There is enclosed an affidavit and an assignment executed by Mr. William G. Sattree, a partner of Stoen's Landscape Construction Company, whereby you will note that the consideration for the release from attachment was the assignment by Stoen's Landscape Construction Company of $507.84 of the amount due on said Contract to A. J. McNeese of McNeese's Plumbing, Heating and Electric. Please see that the appropriate steps are taken to make payment per this assignment in the event the final payment on the Contract can now be made.

Please also find enclosed the certificate and claim voucher on the part of Stoen's Landscape Construction Company for final payment on the Contract, which papers are handed to you for further processing. There is also enclosed herewith a copy of my letter of this date to Johnson, Johnson & Johnson, Attorneys for McNeese's Plumbing, Heating and Electric.

Very truly yours,

J. M. DEVERS

By
/s/ G. E. Rohde

G. E. Rohde
Assistant Attorney

GER:aj
Enclosures

RECEIVED
AUG 31 1950
FOR FILING

20-1056

3179

August 30, 1950

Steen's Sod & Landscape Co.
8506 Aurora Ave.
Seattle, Wash.

Gentlemen:

The State Highway Commission, at its meeting on August 21, 1950, had under discussion your request for an extension of time of 44 days, from June 1 to July 14, 1950, within which to complete your contract No. 3179 for landscaping on the Eugene (High St.-Judkins Point) Section of the Pacific Highway in Lane County.

I am pleased to inform you that the Highway Commission granted your request without penalty. However, I was instructed to inform you that the Commission, in arriving at its decision, considered but did not necessarily adopt either the recommendation of the engineer or the reasons given by you for failure to complete the project within the specified time.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: K. D. Lytle,
Division Engineer

E. L. Raphlette,
Resident Engineer

H. G. Smith

NOTED ON CARD

8-31-50 JF

RECEIVED
AUG 17 1950
FOR FILING

20-1056

3179

August 16, 1950

Oregon State Highway Commission

Request for extension of time
No. 8
August 21 and 22 meeting

Gentlemen:

Herewith is a request from Stoun's Rock and Landscape Company for an extension of time on Contract No. 3179, High Street-Judkins Point Landscaping Project, from June 1, 1950, to July 14, 1950.

The Contractor had completed all of the necessary work on this project with the exception of the adjustment of some sprinkler heads, and this adjustment could not be made until State Highway forces had completed certain seeding work which they were to do.

The overrun of time was not the Contractor's fault, and I recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams
Mr. H. G. Smith

bl

RECEIVED
AUG - 4 1950
FOR FILING

File-9

20-1056

3179

August 3, 1950

Montgomery, Montgomery & Purdue
Attorneys at Law
512 Hoge Building
Seattle 4, Washington

Re: Stoen's Rock & Landscape Company
Contract No. 3179

Gentlemen:

Following receipt of your letter of July 12, concerning a release on an attachment filed by W. P. Myers, doing business as Lakeshore Gardens Nursery, against Stoen's Rock and Landscape Company, we made inquiry in several offices to determine if this release had been received in some office other than our own. We did find such a release dated April 4, 1950, and the same has now been placed in our file under Contract No. 3179.

We will appreciate your keeping us fully advised as to the disposition of the McKeese matter and similar matters in connection with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:ams

query - release shown as noted on card if it has not already been entered

NOTED ON CARD
7-26-50 Ann-C
8-4-50; JK

Files

This Release was sent to the Accounting Division on 4-4-50 and kept by them there until 7-26-50, at which time it was returned to this office (Secretary's) at our request.

gl

Files

This Release was sent to the Accounting Division on 4-4-50 and kept by them there until 7-26-50, at which time it was returned to this office (Secretary's) at our request.

gl

IN THE CIRCUIT COURT OF THE STATE OF OREGON
FOR MARION ~~COUNTY~~ KLAMATH

1:30 PM
April 4, 1950

Mrs. W. P. Myers, doing business as Lakeshore Gardens Nursery

Plaintiff

vs.

Milo A. Stoen, Glen J. Stoen, and W. G. Satree, co-partners doing business as Stoen's Rock and Landscape Company

Defendant s

Release

received April 4, 1950

To Oregon State Highway Commission

You are hereby directed to release from Garnishment under Writ of Attachment in the above entitled Court and cause, any and all debts, money, property, rights, dues, credits, etc., of every nature, in your hands or under your your control or held by you under or by virtue of said Garnishment.

Dated April 4, 1950

DENVER YOUNG,
Sheriff of Marion County, Oregon,

By A. J. Malstrom
Deputy.

N. B.—If in doubt, communicate with the Sheriff's Office before releasing.

NOTED APR 5 1950
CARL P. SMITH

MONTGOMERY, MONTGOMERY & PURDUE
ATTORNEYS AT LAW
512 HOGE BUILDING
SEATTLE 4

W. W. MONTGOMERY
WILLIAM MONTGOMERY
ROBERT A. PURDUE

TELEPHONE
MAIN 1890

July 12, 1950

Oregon State Highway Commission
Salem, Oregon

NOTED
H. B. GLAISYER

Gentlemen:

Re: Stoen's Rock & Landscape Company
Contract No. 3179

We are the attorneys for Stoen's Rock & Landscape Company and are replying to your letter of June 27, 1950, to them.

The Meyers case was settled long ago with Mr. B. J. Goddard. We note that you sent him a copy of your letter of June 27 and we are sending him a copy of this letter requesting that he send you a copy of the Order of Dismissal if he has not done so already.

In reference to the McNeese case, we have written to Johnson, Johnson & Johnson and will be in further communication with them concerning settlement of that matter. We are sending them a copy of this letter.

As requested, we will keep you fully advised as to the disposition made of the McNeese matter and any similar matter. If, by any chance, you do not receive the dismissal from Mr. Goddard within a reasonable time, please let us know.

Yours very truly,

MONTGOMERY, MONTGOMERY & PURDUE

By Robert A. Purdue

RAP/md

July 20, 1950

Copy this letter to Legal Dept 7-24-51 F.Q.

NOTED H. B. GLAISYER

Johnson, Johnson & Johnson
Attorneys at Law
65 East Broadway
Eugene, Oregon

Gentlemen:

Re: McNeese v. Stoen Landscape and Construction Company

It is our understanding that Mr. Sattree has contacted McNeese and that McNeese has corrected the defects in the sprinkler system. We have not talked to Mr. Sattree since his return and have the information indirectly. However, we assume that Sattree is now willing to pay the McNeese bill as soon as the job is finally accepted by the Oregon State Highway Commission. You have our permission to deal directly with Mr. Sattree or with us concerning payment and the dissolving of the attachment and garnishment.

We have had no reply to any of our letters to you and would appreciate it if you would keep us advised so that we may close our file in due course.

We are sending a copy of this letter to the Oregon State Highway Commission and ask that you also keep them advised and provide them with the necessary releases when the matter is fully settled.

Yours very truly,

MONTGOMERY, MONTGOMERY & PURDUE

by

RAF/md

REFERRED TO BY SECRETARY

RECEIVED
JUL 20 1950
COMMISSIONERS
FOR FILING

Files

T. H. BANFIELD, CHAIRMAN
PORTLAND
BEN. R. CHANDLER, MEMBER
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

20-10 56

3179

July 19, 1950

NOTED
H. B. GLAISYER

Montgomery, Montgomery & Purdue
Attorneys at Law
512 Hoge Building
Seattle 4, Washington

In Re: Steen's Rock & Landscape Company,
Contract No. 3179

Gentlemen:

I have for reply your letter of July 12, 1950 in connection with the above-entitled matter.

It is noted therefrom that the case of Mrs. W. P. Meyers against your client commenced in Klamath County, Oregon mentioned in our letter of June 27 has been settled. We have received word from Mr. B. J. Goddard, Attorney for the Plaintiff in that action, confirming your statement and advising that a notice of dismissal of the attachment was sent sometime ago to Denver Young, Sheriff of Marion County. Upon inquiry of the latter office, we have been furnished with a copy of the Order of Dismissal filed by Mr. Goddard. Although the Order of Dismissal was not in the form prescribed by the statute as amended in 1943 (Sec. 7-215A, O.C.L.A.), we consider that the funds held by the Highway Commission are now free of said attachment and that the details of completing a proper order of dismissal will be accomplished by Mr. Goddard in the appropriate manner.

We will appreciate your keeping us advised as to the disposition of the McNeese case per your assurance in the letter referred to above.

Very truly yours,

J. M. DEVERS

By

C. E. RONDE,
Assistant Attorney

CERmaj

cc Mr. B. J. Goddard
Attorney at Law
Court House
Klamath Falls, Oregon

cc United States Fidelity and Guaranty Company
306 Central Building
Seattle 4, Washington
Attention of Albert O. Prince

✓cc Mr. H. B. Glaisyer
Secretary
Oregon State Highway Commission

7-19-50 ltr

REFERRED TO
BY SECRETARY

RECEIVED
JUN 23 1950
FOR FILING

20-1056
3179

June 27, 1950
Office

Contract No. 3179,
Steen's Rock & Landscape Co.

Mr. H. B. Glaisyer,
Secretary
State Highway Commission

Office

Dear Mr. Glaisyer:

I have received from Mr. C. H. Maisen, Assistant Auditor, the writ of attachment and notice of garnishment referred to in your letter of June 22, 1950 to Mr. M. H. Hawke.

We are informed by Mr. Maisen that the amount of $772.26, the final estimate on the above contract, is being held due to the fact that there is yet certain work to be performed by the contractor. I note by the file that the contractor was granted an extension of time from November 1, 1949 to June 1, 1950 within which to complete this work.

Please inform us when the work has been completed and the job accepted by the Commission. The final payment on the contract should not be made until such time as the Commission has been released from the attachment in the above-mentioned case and also in the case of Mrs. W. P. Meyers, dba Lakeshore Gardens Nursery vs. Mile A. Steen, et al, dba Steen's Rock and Landscape Company, further reference to which you will find in the general files. The contractor and his bondsman have been notified in the matter of this most recent attachment.

Very truly yours,

J. M. DEVERS

By

G. E. ROHDE,
Assistant Attorney

GER:aj

RECEIVED
JUN 28 1950
FOR FILING

20-1056

3179

June 27, 1950

In Re: Contract No. 3179

A. J. McKeese and Elma McKeese, dba McKeese's, a Partnership, Plaintiffs,
vs.
Stoen Landscape Construction Co., Defendant

Johnson, Johnson & Johnson
Attorneys at Law
65 East Broadway
Eugene, Oregon

ATTENTION: Mr. Harold V. Johnson, Jr.

Gentlemen:

The State Highway Commission was served June 22, 1950 with writ of attachment and notice of garnishment in the above-entitled case; and from previous correspondence in our file, I gather that your office represents the Plaintiffs in the matter.

Please find enclosed copy of letter addressed this date to Stoen's Rock & Landscape Co., holder of State Highway Contract No. 3179 for landscaping on the Eugene (High St.-Junkins Point) Section of the Pacific Highway in Lane County. A copy of the letter has also been furnished for the U. S. Fidelity and Guaranty Company, bondsman on said contract.

As you will note therefrom, the State Highway Commission was previously attached in the case of Mrs. W. P. Meyers, dba Lakeshore Gardens Nursery vs. Mile A. Stoen, et al, dba Stoen's Rock and Landscape Company. We are not informed as to whether the above attachment is related or arises out of labor or material furnished in connection with the contract and cannot, therefore, determine the priorities involved. It is, however, our opinion that funds held by the Highway Commission are trust funds under Section 100-119, O.C.L.A. and, as such, can only be employed in connection with payment of claims incurred in the performance of the contract; and if the above claim is not so connected, then the only money earned by the contractor which would be subject to the attachment would be profits from the job. As indicated, the amount of $772.26, the amount presently estimated as due on the contract, is being held pending determination of the facts and the outcome of the cases mentioned.

Very truly yours,

J. H. DEVERS

By

G. E. ROHDE,
Assistant Attorney

GERraj

RECEIVED
JUN 28 1950
FOR FILING

20-1056
3179

June 27, 1950

In Re: Contract No. 3179,
Landscaping

High Street-Jetties Point
Section, Pacific Highway

Stoen's Rock & Landscape Co.
2406 Aurora Avenue
Seattle, Washington

Gentlemen:

This is to advise you that the Oregon State Highway Commission was served June 22, 1950 with a writ of attachment and notice of garnishment issued out of the Circuit Court of the State of Oregon for the County of Lane in the Case of A. J. McKeen and Elma McKeen, dba McKeen's, a Partnership, Plaintiffs, vs. Stoen Landscape Construction Co., Defendant. The above action was commenced to recover the sum of $307.84, together with interest of 6% from November 17, 1949 and costs and expenses of the action.

Although the Defendant in said action is not by name the identical firm with whom the State Highway Commission entered into the contract designated above, it is our understanding that the claim of the Plaintiffs arises out of services performed and/or materials furnished by the Plaintiffs in connection with the completion of said contract. Johnson, Johnson & Johnson, Attorneys at Law, 65 East Broadway, Eugene, Oregon, to whom a copy of this communication is being furnished, are attorneys for the Plaintiffs in this case.

This information is furnished you in view of the provisions of your contract, the bond, and the provisions of Section 96-201, O.C.L.A., and is to advise that the remaining funds presently estimated as $772.26, due as final payment when said contract is completed, can not be paid until the Commission has been released from this attachment.

Your attention is also invited to the writ of attachment and notice of garnishment in the case of Mrs. W. F. Meyers, dba Lakeshore Gardens Nursery vs. Milo A. Stoen, et al, dba Stoen's Rock and Landscape Company, notice of which was furnished you by letter of H. E. Glaisyer, Secretary, dated January 25, 1950. Said writ was issued out of the Circuit Court for the County of Klamath and involved the amount of $225.00 plus interest and costs. We have received no further advice as to the outcome of this case and, as a consequence, must also insist on being released from this attachment before making final payment on the above contract.

This office is not informed as to whether or not the claim of the Lakeshore Gardens Nursery arises out of the contract mentioned and cannot, therefore, determine the priority between the two above-mentioned attachments. It is, however, our opinion that the funds being held by the Highway Commission are trust funds under the provisions of Section 100-119, O.C.L.A. and, as such, can only be employed in connection with payment of claims incurred in the performance of the contract; and if the above claim is not so connected, then the only money earned by the contractor which would be subject to the attachment would be profits from the job.

It is urged that this office be kept advised of the outcome of these matters so that upon completion of the work required by the contract and final acceptance thereof on the part of the Commission, the funds presently held can be promptly released.

Very truly yours,

J. H. DEVINE

By

G. E. KING,
Assistant Attorney

GEKing:j

cc Mr. W. Talbot Sinclair, Manager
U. S. Fidelity and Guaranty Company
1112 Osmonde Building
Portland 4, Oregon

cc Johnson, Johnson & Johnson
Attorneys at Law
65 East Broadway
Eugene, Oregon

cc Mr. R. J. Goddard
Assistant District Attorney
Court House
Klamath Falls, Oregon

RECEIVED
JUN 26 1950
FOR FILING

Files
Mrs Lewis

20-1056
3179

Salem, Oregon
June 22, 1950

M. H. Hanks
Auditor

Dear Mr. Hanks:

Attached hereto is a notice of garnishment and writ of attachment served in this office 9:00 a.m., June 22, 1950. These papers are in favor of A. J. McNeese and Elma McNeese, dba McNeese's, against Steen Landscape Construction Co., which company holds State Highway Contract No. 3179 for landscaping work on the Eugene (High Street-Judkins Point) Section on the Pacific Highway in Lane County.

This, apparently, is follow-up on McNeese's claim received in this office on May 22 at which time a letter was forwarded to your office requesting that monies due the contractor be withheld until further advice. Please continue to withhold the funds and forward the notice of garnishment and writ of attachment to Mr. J. M. Devers with such information as he may need to make a reply and particularly the amount of money being held by the State under Contract 3179.

Very truly yours

Secretary

FAQ:md
Attach.

cc - J. M. Devers

6-22-50, 9-P

RECEIVED
JUN 26 1950
FOR FILING

20-1037

3179

Mrs Lewis

June 22, 1950

United States Fidelity and Guaranty Company
1112 Cascade Building
Portland 4, Oregon

Attention: H. Talbot Sinclair, Manager

Gentlemen:

A notice of garnishment and writ of attachment against Steen Landscape Construction Company in favor of A. J. Holloway and Elma Holloway, dba Holloway's, was served in this office at 9:10 a.m., June 22, 1950, by the Marion County sheriff. The attachment is in the amount of $307.34, plus interest at 6% from November 17, 1949. The notice of garnishment is dated June 21, 1950, and the attachment is dated June 19, 1950.

Although the garnishment and writ of attachment are aghast Steen Landscape Construction Company, it appears that it may be against funds held by the Highway Commission in connection with Steen's Rock and Landscape Company Contract 3179 for landscaping of the Eugene (High Street-Jackins Point) Section of the Pacific Highway in Lane County.

This information is provided as the United States Fidelity and Guaranty Company appears as surety on the bond executed in connection with Contract 3179.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

RLQ:mk

cc - L. Reilly
Cascade Building
Portland 4, Oregon

Steen's Rock & Landscape Company
8406 Aurora Avenue
Seattle, Washington

E. A. Bjorklund
221 Kearns Building
Salt Lake City 1, Utah

NOTED IN
6-22-50, gP

RECEIVED
MAY 31 1950
FOR FILING

20-1056
3179

5310

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 22, 1950

SUBJECT:

Eugene - Junction Point
Engineering Contract.
Return No. x772 26

To: Mr. R. H. Baldock
State Highway Engineer
O f f i c e

Dear Mr. Baldock:

I have been informed by Johnson, Johnson & Johnson, attorneys for a party by the name of McNeese that the Stoen's Construction Company is indebted to McNeese in the sum of $507.84. I have been advised by the attorneys that this claim has been urged for settlement for some time but is still unpaid. I anticipate that very shortly action will be instituted and funds due the Stoen's Construction Company and in the custody of the State will be attached.

NOTED
State Highway Engineer

In view of the provisions of our contract I believe that the State is under obligation to withhold from our contractor sufficient money earned and due the contractor to cover this bill together with costs, and I suggest that the contractor's attention and the attention of the contractor's bondsman be called to the existence of this claim.

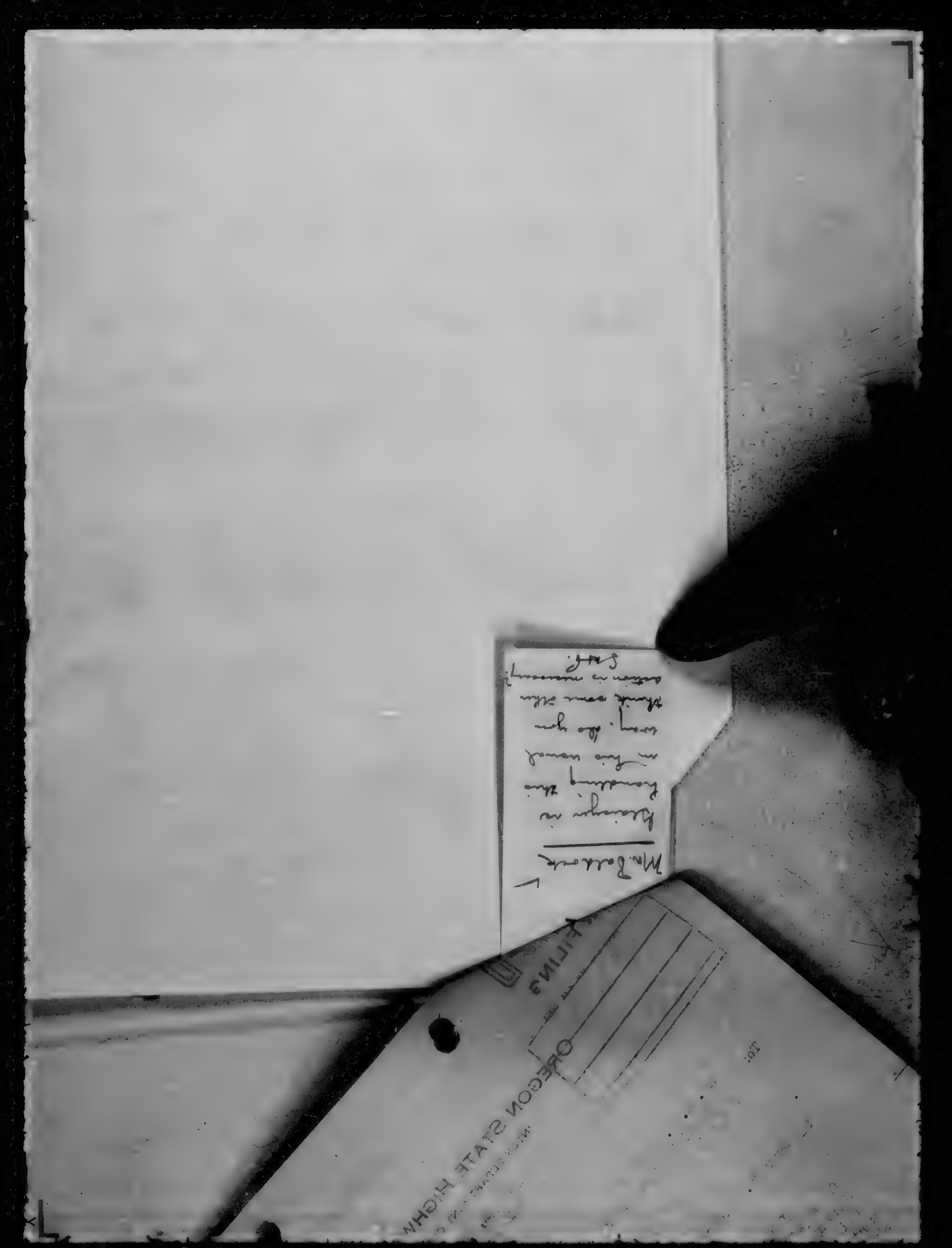
Very truly yours,

J. M. DEVERS

JMD:NH

cc - Stoen Construction Company
Johnson, Johnson & Johnson
United States Fidelity & Guaranty Co.
H. B. Glaisyer

REFERRED TO
Prideaux
Deputy State Highway Engineer
Please prepare letter


OREGON STATE HIGHWAY

ASSIGNMENT No. 6310
By _____

Subject: Letter 5-22-50 from J. M. Devers re claim of Mr. [illegible] Moose against Stepa Const. Co.

Acknowledged by _____ Referred to ___PROBERT_____

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
xx Please prepare for __R.E.B._____ signature
_____

Assignment executed _____ Report received _____

Remarks:

5-24-50

NOTED
State Highway Engineer

FILED
FOR FILING

3179

Jobs

10-1056
3179

3179
Lane Co.

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 22, 1950

SUBJECT:

NOTED
H. B. GLAISYER

To: Mr. R. H. Baldock
State Highway Engineer
Office

Dear Mr. Baldock:

I have been informed by Johnsen, Johnson & Johnson, attorneys for a party by the name of McNeese that the Stoen's Construction Company is indebted to McNeese in the sum of $507.84. I have been advised by the attorneys that this claim has been urged for settlement for some time but is still unpaid. I anticipate that very shortly action will be instituted and funds due the Stoen's Construction Company and in the custody of the State will be attached.

In view of the provisions of our contract I believe that the State is under obligation to withhold from our contractor sufficient money earned and due the contractor to cover this bill together with costs, and I suggest that the contractor's attention and the attention of the contractor's bondsman be called to the existence of this claim.

Very truly yours,

J. M. DEVERS

REFERRED TO
BY SECRETARY
Motion carried

JMD:HH

cc - Stoen Construction Company
Johnson, Johnsen & Johnsen
United States Fidelity & Guaranty Co.
H. B. Glaisyer

Jemi - Final date 12-17-49
retained amount $772.26
job completion extended to 6-1-50
for adjustment of sprinkler heads.

5-22-50

REFERRED TO
BY SECRETARY
as requested
Copy sent to Hawke
5/23. Advised him to
hold retained amount
till further advised
+ D

RECEIVED
JAN 31 1950
FOR FILING

20-1056
3179

January 30, 1950

Montgomery, Montgomery & Purdue
Attorneys at Law
512 Hoge Building
Seattle 4, Oregon

Gentlemen:

As requested in your letter of January 26 there is attached a copy of a writ of attachment in the Circuit Court of the State of Oregon, Klamath County, by the Lakeshore Gardens Nursery against Stoen's Rock and Landscape Company in the amount of $225.00 plus interest.

This attachment was served in this office by the Marion County Sheriff at 2:00 p.m., January 25, 1950.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md
Attach.

MONTGOMERY, MONTGOMERY & PURDUE
ATTORNEYS AT LAW
512 HOGE BUILDING
SEATTLE 4

W. W. MONTGOMERY
WILLIAM MONTGOMERY
ROBERT A. PURDUE

TELEPHONE
MAIN 1880

January 28, 1950.

Oregon State Highway Commission,
Salem, Oregon.

Attention Mr. H. B. Glaisyer, Secretary

RE: Mrs. W. P. Meyers, d/b/a Lakeshore Gardens Nursery, v. Milo A. Stoen, Glen J. Stoen, and W. G. Satree, d/b/a Stoen's Rock and Landscape Company.

Gentlemen:

We represent Stoen's Rock & Landscape Company who have received a copy of your letter of January 25, 1950 in this matter, addressed to the U. S. Fidelity & Guaranty Company.

Will you please send us a copy of the Writ of Attachment that has been served upon you, and any other legal papers that have come to you in connection with this matter. Our clients have received no notice of this action whatsoever, except your letter of January 25th.

Yours very truly,

MONTGOMERY, MONTGOMERY & PURDUE

By Robert A. Purdue

RAP:EMD

Fidelity
send him a copy

RECEIVED
JAN 28 1950
FOR FILING

Salem, Oregon
January 25, 1950

Mr. H. H. Hanks
Chief Accountant

Dear Mr. Hanks:

A writ of attachment from the Circuit Court in Klamath County has today been served. This attachment is filed by the Laingsburg Gardens Nursery against Steen's Rock and Landscape Company in the amount of $225.00 plus interest and is dated January 23, 1950.

Please withhold further payments to Steen's Rock and Landscape Company under Contract 3179 until further advised.

Yours very truly

Secretary

Filed

225-5

RECEIVED
FEB 3 1950
FOR FILING

File 3177

COMMISSIONERS

T. H. BANFIELD, CHAIRMAN
PORTLAND

BEN. R. CHANDLER, MEMBER
COOS BAY

CHAS. H. REYNOLDS, MEMBER
LA GRANDE

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
CHIEF COUNSEL

H. B. GLAISYER
SECRETARY

21-1056

3179

OREGON
STATE HIGHWAY COMMISSION
SALEM

January 27, 1950

Mr. Denver Young
Sheriff, Marion County
Court House
Salem, Oregon

NOTED
H. B. GLAISYER

Attention: Mr. A. J. Malstrom

Dear Sir:

This is by way of response to the writ of attachment and notice of garnishment served on the Highway Commission in connection with the case of Mrs. W. P. Meyers, doing business as Lakeshore Gardens Nursery, vs. Milo A. Stoen, et al.

Please be advised that there is in the custody and under the control of the Highway Commission the sum of $772.26 earned by the above named defendants and as yet unpaid in connection with State Highway Contract No. 3179.

Please also be advised that the above funds are declared by law to be trust funds and can be employed only in connection with payment of claims incurred in the performance of said contract. If the claim in connection with which the attachment has been made is for labor or materials furnished in connection with said contract, then the funds in the custody of the Highway Commission are subject to such attachment to the extent of the amount of the claim, but if the claim is unrelated to the job then the only money earned by the contractors which would be subject to the attachment would be profits on the job.

We have advised our auditor to withhold from final settlement sufficient to cover the amount of this claim until it can be determined whether the plaintiff has a right to money earned under the contract.

Yours very truly,

J. M. DEVERS

JMD:AWP
cc Mr. H. B. Glaisyer
Mr. M. H. Hawke

1-27-50

RECEIVED
JAN 26 1950
FOR FILING

20-10 5-6

3179

January 25, 1950

Mr. W. Talbot Sinclair, Manager
U. S. Fidelity & Guaranty Company
1112 Cascade Building
Portland 4, Oregon

Gentlemen:

We have today been served with a writ of attachment from the Circuit Court of the State of Oregon, Klamath County, by Mrs. M. P. Meyers, dba Lakeshore Gardens Nursery, against Milo A. Stoen, Glen J. Stoen, and W. G. Satrom, dba Stoen's Rock and Landscape Company. This attachment, dated January 23, 1950, is in the amount of $225.00 plus interest at 6% from the fourth of October, 1949.

This information is furnished as the United States Fidelity and Guaranty Company appear as surety on the bond executed in connection with Contract 3179 with Stoen's Rock and Landscape Company for landscaping on the Eugene (High Street-Jasking Point) Section of the Pacific Highway in Lane County and on which contract there are funds due the contractor from the State.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:mf

cc - United States Fidelity and Guaranty Company
Baltimore 3, Maryland

Mr. L. Reilly
Cascade Building
Portland 4, Oregon

Stoen's Rock and Landscape Company
8406 Aurora Avenue
Seattle, Washington

Noted in Min.
1-25-50 gl

RECEIVED
JAN 20 1950
FOR FILING

20-1056
3179

Salem, Oregon
January 25, 1950

Mr. J. M. Devers
Chief Counsel

Contract 3179

Dear Mr. Devers:

Attached hereto for further handling by yourself is a writ of attachment filed in the Circuit County in Klamath County by a Mrs. W. P. Meyers, dba Lakeshore Gardens Nursery, against Steen's Rock and Landscape Company in the amount of $225.00 plus interest at 6%, dated January 23, 1950.

Yours very truly

Secretary

FAQ:md

NOTED On Cards
1-20-56 gc

RECEIVED
JAN 11 1950
FOR FILING

20-1056

3179

January 9, 1950

Steen's Rock & Landscape Co.
8406 Aurora Ave.
Seattle, Washington

Gentlemen:

The State Highway Commission, at its meeting on December 19, 1949, had under discussion your request for an extension of time of 242 days, from November 1, 1949 to June 1, 1950, within which to complete your contract No. 3179 for landscaping on the Eugene (High St.-Judkins Point) Section of the Pacific Highway in Lane County.

I am pleased to inform you that the Highway Commission granted your request without penalty. However, I was instructed to inform you that the Commission, in arriving at its decision, considered but did not necessarily adopt either the recommendation of the Engineer or the reasons given by you for failure to complete the project within the specified time.

Respectfully yours

Secretary
OREGON STATE HIGHWAY COMMISSION

HEG:gl

cc: K. D. Lytle,
Division Engineer

H. G. Smith

NOTED ON Cmm
1-9-50 gl

RECEIVED
JAN 12 1950
FOR FILING

REFERRED TO
BY SECRETARY

20-1056

3179

January 6, 1950

B. J. Goddard, Assistant District Attorney
Klamath County Court House
Klamath Falls, Oregon

Dear Mr. Goddard:

Responding to your telephonic request of a few moments ago I give you the following information concerning the landscaping work which is being performed by Stoen's Rock and Landscape Company in Eugene. The contract to which you refer is State Highway Contract No. 3179, and the description is Landscaping the Eugene(High Street - Judkins Point) Section of the Pacific Highway, Lane County.

Stoen's Rock and Landscape Company is a Seattle concern. Their home address is 8406 Aurora Avenue, Seattle. According to our records this company is a co-partnership, consisting of Milo A. Stoen, Glen J. Stoen, and W. G. Sattree. The contract was awarded to them on January 27, 1949, with specified completion date of October 31, 1949. The job is practically done and what little work remains cannot be done until some time next year.

We are now in process of paying the semi-final estimate amounting to $1,165.12 and anticipate that the warrant in such amount will be forwarded to the contractor some time next week. Our retained percentage on the job is $772.26, and final payment will be made in such amount unless a check of the final field notes reveals some slight adjustments.

You spoke of a claim of a Mrs. Meyers, who conducts a nursery in Klamath Falls. I understood you to say that the amount of the claim is about $225.00. This being the case, the retained percentage is more than enough to take care of the claim in case settlement of the claim is not made in some other manner. The following information pertinent to the contract will be useful to you in case you find it necessary to file the claim against the bond: The bond was written by the United States Fidelity and Guaranty Company, for whom L. Reilly is the resident agent, Cascade Building, Portland 4. I know that you are familiar with the Oregon law with respect to the filing of claims against public works, nevertheless I enclose excerpts from such laws for your ready information.

Trusting that I have given you the desired information, I remain

Respectfully yours,

NOTED ON CARD
1-6-50 gf

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:fm

RECEIVED
DEC 15 1949
FOR FILING

20-1056

3179

December 15, 1949

W. Talbot Sinclair, Manager
U. S. Fidelity and Guaranty Co.
1112 Cascade Bldg.
Portland 4, Oregon

Gentlemen:

You are advised of the intention of the State Highway Commission to make semi-final payment to Stoem's Rock & Landscape Co., on contract No. 3179. for Landscaping on the Eugene (High St.-Judkins Pt.) Section of the Pacific Highway in Lane County. This payment, in the amount of $1,165.12, will be made on or after December 26, 1949. The retained percentage is $772.26.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Mr. L. Reilly
Cascade Bldg.
Portland 4, Oregon

HOLD ON CARD

12-26-49 JC

Mr. Glasgow-

Parkes advises that altho there is no official date on which the Contractor Completed this work, the job is done as far as the contractor is concerned - hence the semi-final. He had a letter from Astrup on this. The alternative probably might have been to reduce the retained % to a lump sum.

F.Q.

RECEIVED
DEC 13 1949
FOR FILING

20-1056
3179

December 8, 1949

Request for extension of time
No. 14
December 19 and 20 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from Stevens Bark & Landscape Company for an extension of time on Contract No. 3179, Landscaping of the High Street--Judkins Point Section in Eugene, from October 31, 1949 to June 1, 1950.

This contract involved the establishing of the sprinkling system in areas which were to be planted in lawn under another contract. Because of the lateness in the planting of the lawn by the other contractor, this contractor will be unable to make proper adjustment of the sprinkling nozzles until such time as the lawn has sprouted and matted.

It is recommended that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.
cc W. C. Williams
H. G. Smith

hi

RECEIVED
OCT 7 1949
FOR FILING

20-1056

3179

Model

October 4, 1949

Stone's Rock & Landscape Co.
8406 Aurora Avenue
Seattle, Washington

Gentlemen:

Subject: Landscaping Contract No. 3179
Eugene, Oregon

Your Mr. L. G. Stevens, in charge of the subject job, advised yesterday that you were unable to furnish 300 Colorado evergreen (Concolor Veitchii) in accordance with the contract specifications and to be planted opposite Station 327 of the centerline lane of Franklin Blvd. Accordingly, you are authorized to plant 90 Lombardy plicata (Fetzeb Hesperantha) in this location in lieu of the Concolor Veitchii, using the same size and plant spacing as specified in the contract for Lombardy plicata.

Due to uncertainties regarding the future status of the right of way on Franklin Blvd. at the intersection of Alder Street, it will be necessary to suspend the planting of 4 Evergreen Oak specified for planting opposite Station 309 to 311 inclusive.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

H. C. Williams
First Assistant State Highway Engineer

cc: R. G. Smith
R. D. Lytle
R. E. Englette
Andy Siegmund
H. H. Aslesen
Stone's Rock & Landscape Co. (2)

MHA:be

RECEIVED
AUG 3 1949
FOR FILING

20-1056

3171

August 3, 1949

Steen's Rock & Landscape Co.
8406 Aurora Avenue
Seattle, Washington

Gentlemen:

We are sending you today a fully executed copy of Contract No. 3179 which was awarded to you on June 27, 1949, by the State Highway Commission covering Eugene (High Street-Judkins Point) Section of the Pacific Highway in Lane County. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours,

Secretary,
OREGON STATE HIGHWAY COMMISSION

fm

Enc.

RECEIVED
JUN 30 1949
FOR FILING

20-1050

3179

June 29, 1949

Stewart Rock & Landscape Co.
5406 Aurora
Seattle, Washington

Gentlemen:

The State Highway Commission on June 27, 1949, awarded you the contract for installation of an irrigating system, seeding and planting on the Eugene (High Street-Judkins Point) Section of the Pacific Highway in Eugene, Lane County. This award was based on your low bid of $23,920 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY C[illegible]

Secretary

cc

cc - Mr. S. H Probert
Mr. Mark Astrup

23-4213 Jamieson-Vale Section of the John Day Hwy. 1949

RECEIVED
MAR 24 1950
FOR FILING

Files

23-4213

3180

OREGON STATE HIGHWAY COMMISSION

March 22, 1950
(Date)

3180 (Contract No.) | 1-final (Est. No.) | D. F. McKenzie (Contractor)

Vou. No:	Warrant No:	Amt: $	Date:
327	367142	5,669.20	1/25/50

Dated

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. This warrant will be held in the Accounting Division until advised by you that release is authorized.

Specified completion date: ACCOUNTING DIVISION

Completed:
Contract Accepted:

Time Extensions:

Penalties:

Claims:

Remarks:

Date:

Accounting Division:

Release of the above warrant is hereby authorized:

H. B. Glaisyer

Warrant Mailed:

MAR 22 1950

NOTED ON CARD
3-22-50, gk

OREGON STATE HIGHWAY COMMISSION

March 22, 1950
(Date)

3180 (Contract No.) | Final (Est. No.) | D. F. McKenzie (Contractor)

Vou. No:	Warrant No:	Amt: $	Date:
327	367142	5,669.20	1/25/50

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. This warrant will be held in the Accounting Division until advised by you that release is authorized.

Specified completion date: Sep. 15, 1949 ACCOUNTING DIVISION

Completed: Oct. 5, 1949
Contract Accepted: March 21, 1950

Time Extensions: Extended to Oct. 15, 1949

Penalties: None of record

Claims: None of record

Remarks:

Date: 3-22-50

Accounting Division:

Release of the above warrant is hereby authorized:

H. B. Glaisyer

Warrant Mailed:

Jan. 30, 50

Voucher 327

D. F. McKenzie
(Contractor)

Contract No. 3180 Est. No. 4-final

Warrant No. 36742 Date 1/25/50

$5,669.20
The above warrant in payment of FINAL ESTIMATE on above contract has been received and will be held by the Accounting Division until authority to release is received.

Accepted No

Time Extensions To Oct.15,1949 w/o penalty

Claims None

Remarks:

Hold warrant until accepted by the Commission.

Date: Jan. 31, 1950

Release of the above warrant is hereby authorized.

_____

Warrant mailed, (date) _____

RECEIVED
MAR 9 1950
FOR FILING

23-4213
3180

March 8, 1950

Mr. Dick Rush
Richland
Oregon

Dear Mr. Rush:

In our telephone conversation a few minutes ago you asked me to inform you what, if anything, was holding up final payment on Mr. McKenzie's Contract No. 3180 for surfacing on the Jamieson-Vale Section of the John Day Highway.

On tracing this down I find that the warrant has been ready for release for sometime but the contract has not as yet been formally accepted by the Highway Commission. It appears that some equipment was left on the job and was not removed until February 21, 1950 which, of course, was too late to ask the Commission to accept the job at its meeting on February 6.

The equipment now having been removed the Highway Commission will be asked to formally accept the job at its meeting on March 20, and the warrant will be released immediately thereafter.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:gl

RECEIVED Baldock

FOR FILING

Jamieson-Vale Section
Contract #3180

23-4213

318

FINAL COST ANALYSIS
Surface and Oil
D. F. McKenzie, Contractor
L. C. Johnson, Resident Engineer

John Day Highway
Prefix 23-4213-201(46)

Item	Amount	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
Gravel in Base	17,699.5	Cu. Yd.	$0.334	$0.42	$5,926.08	$7,433.79
Hauling Base Mat'l.	44,018.25	Yd. Mi.	0.16	0.15	6,992.14	6,602.74
Sprinkling	922.4	M/Gal.	1.61	2.00	1,486.40	1,844.80
Preparation of Base	17.36	Mile	33.91	100.00	588.63	1,736.00
Furn. & Place Aggregates	8,738	Cu. Yd.	2.761	4.35	24,125.62	38,010.30
Furn. & Place 151-200 Asphalt	705.51	Ton	44.57	46.00	31,438.86	32,453.46
3/4"-½" Cr. Mat'l. in Stockpile	2,464.8	Cu. Yd.	1.98	2.85	4,883.38	7,024.68
½"-¼" Cr. Material in Stockpile	2,364.8	" "	1.98	2.85	4,684.32	6,739.68
¼"-0" Cr. Material in Stockpile	1,149	" "	1.98	2.85	2,277.82	3,274.65
PA #1, Prepare Stock-pile Sites	100%				90.60	200.00
PA #2, Royalty on Gravel Base	7,534	Cu. Yd.		0.05	376.70	376.70
PA #3, Furnish and Place Emulsified Asphalt	41.0	Ton	47.60	49.3575	1,950.99	2,023.66
PA #4, Moving Crushing Plant	All				1,904.85	2,409.16
PA #5, Royalty on Gravel	5,430	Cu. Yd.		0.05	271.50	271.50
SP Screen Rejects in Stockpile	231	" "	0.25	0.25	57.75	57.75
SP Hauling Rejects in Stockpile	115.5	Yd. Mi.	0.12	0.12	13.86	13.86
SP Haul Adjustment, Favor of State	- 760.48	" "		0.10		- 76.05
					$87,069.50	$110,396.68

Gross Revenue	$110,396.68
Total Cost	87,069.50
Net Profit	$ 23,327.18

Net Profit Equals 21.1% of Gross Revenue

Detail of Cost

Labor:

Supervision	$2,722.40	
Labor	14,344.64	
State Industrial Accident Insurance	512.01	
Social Security & Unemployment Insurance	512.01	
		$18,091.06

Materials:

151-200 Asphalt	705.51	Ton	at	$21.11	$14,899.71
Emulsified Asphalt	41	"	"	24.35	998.66
Freight on 151-200 Asphalt	705.51	"	"	13.46	9,495.72
" " Emulsified Asphalt	41	"	"	13.10	537.10
					25,931.19

Equipment Rental & Miscellaneous:

Equipment Rental	$6,987.05	
Rented Equipment	500.00	
Rented Trucks (Includes Gas, Oil, Grease and Drivers)	1,695.30	
Gas, Oil and Grease	4,656.78	
P.L. & P.D. Insurance	434.00	
P.U.C. Fees	170.00	
Royalty on Gravel Base	376.70	
Freight	166.53	
Telephone & Telegraph	56.80	
Small Tools & Miscellaneous	514.72	
Bond	662.38	
Home Office & General Overhead	1,275.00	
		17,495.26

T o t a l C o s t $61,517.51

Breakdown of Topping

	Amount	Unit	Total Cost	Unit Cost
Load	17,699.5	Cu. Yd.	$3,083.80	$0.174
Place	"	" "	2,842.28	0.160
	17,699.5	Cu. Yd.	$ 5,926.08	$0.334
Haul	44,018.25	Cu. Yd.Mile	$ 8,478.54	$0.19

Breakdown of Furnish and Place Asphalt

151-200 Asphalt

	Amount	Unit	Total Cost	Unit Cost
Haul	705.51	Ton	$1,732.39	$2.46
Heat	"	"	1,848.01	2.62
Place	"	"	2,243.25	3.18
Furnish Asphalt	"	"	15,644.70	22.18
Freight on Asphalt	"	"	9,970.51	14.13
Total Cost	705.51	Ton	$31,438.86	$44.57

Emulsified Asphalt

	Amount	Unit	Total Cost	Unit Cost
Haul	41.0	Ton	$100.68	$2.46
Heat	"	"	107.40	2.62
Place	"	"	130.36	3.18
Furnish Emulsion	"	"	1,048.59	25.58
Freight on Emulsion	"	"	563.96	13.76
Total Cost	41.0	Ton	$1,950.99	$47.60

Breakdown of Placing Aggregates

	Amount	Unit	Total Cost	Unit Cost
Load	8,738	Cu. Yd.	$2,022.83	$0.231
Haul	"	" "	5,428.12	0.620
Place	"	" "	5,230.82	0.600
Total Cost	8,738	Cu. Yd.	$12,681.77	$1.451

Detail of Costs

Dick Rush, Subcontractor

Labor:		
Supervision	$1,544.30	
Labor	8,447.59	
Social Security & Unemployment Insurance	408.03	
State Industrial Accident Insurance	428.37	
		$10,828.29
Equipment Rental & Miscellaneous:		
Equipment Rental	$7,175.34	
Rented Trucks (Inc. Gas, Oil, Grease and Drivers)	1,576.50	
Gas, Oil & Grease	2,798.05	
Freight	517.90	
Lumber	82.33	
Small Tools & Misc.	1,158.09	
Home Office & General Overhead	862.80	
Insurance	18.34	
Royalty on Gravel	271.50	
Bond	300.30	
		14,761.15
Total Cost		$25,589.44

Detail of Costs

Dick Rush, Subcontractor

Labor:		
Supervision	$1,544.30	
Labor	8,447.59	
Social Security & Unemployment Insurance	408.03	
State Industrial Accident Insurance	428.37	
		$10,828.29
Equipment Rental & Miscellaneous:		
Equipment Rental	$7,175.34	
Rented Trucks (Inc. Gas, Oil, Grease and Drivers)	1,576.50	
Gas, Oil & Grease	2,798.05	
Freight	517.90	
Lumber	82.33	
Small Tools & Misc.	1,158.09	
Home Office & General Overhead	862.80	
Insurance	18.34	
Royalty on Gravel	271.50	
Bond	300.30	
		14,761.15
Total Cost		$25,589.44

Breakdown of Crushing Costs
Dick Rush, Subcontractor

Item	Amount	Unit	Total Cost	Unit Cost Aggregates	Unit Cost S.P. Material
Move	14,716.6	Cu. Yd.	$2,660.80	$0.18	$0.18
Strip Pit & Build Access Roads	"	" "	534.29	0.04	0.04
Load in Pit	"	" "	2,415.98	0.16	0.16
Haul to Crusher	"	" "	2,983.96	0.20	0.20
Crush	"	" "	8,550.05	0.58	0.58
Haul to Stockpile:					
Aggregates	8,738	" "	1,339.70	0.15	
Stockpile Mat'l.	5,978.6	" "	4,061.15		0.68
Stockpile	5,978.6	" "	854.87	____	0.14
				$1.31	$1.98

Remarks:

This was a "State Project" calling for the surfacing and oiling of 17.36 miles of the John Day Highway between Jamieson and Vale. The project was bid and awarded June 27th, 1949, work was started August 9th, and completed October 4th, 1949.

All items of work except crushing were performed by the prime contractor. Crushing of the mineral aggregates and stockpile materials was done by Dick Rush, subcontractor.

Equipment used by the contractor consisted of a 3/4 cubic yard shovel, seven 5 cubic yard trucks, two 1,500-gallon tenders, one 2,000-gallon distributor, one 3-car asphalt heater, two 10-ton rollers, two graders, one pilot car, two pickups, one mechanic's panel truck and two heavy duty semi-truck and trailer hauling units. Equipment used by the subcontractor consisted of his portable crushing outfit but without the jaw crusher and motor, one 1 cubic yard shovel, five 5 cubic yard trucks, two hired trucks, one TD-14 tractor, two pickups, one transport truck, two lowbed trailers and miscellaneous small equipment.

Pit run gravel was an excellent item for the contractor, but due to old wornout trucks, the cost of hauling pit run was high. The use of these trucks resulted in much lost time and high maintenance costs. This project is the last on which the trucks will be used by the contractor. The major portion of the contractor's profits resulted from the large amount realized from the hauling and placing of mineral aggregates. Aggregates were obtained from the subcontractor for $1.40 per cubic yard. At the bid price of $4.35 per cubic yard this gave the contractor $2.95 for hauling and placing. Asphalt showed only a small profit, as the differential between bid price and cost of asphalt plus freight was only $9.69.

The subcontractor set up his crushing plant in the gravel pit at M.P. 267.76. After producing approximately 3,000 cubic yards, the pit was exhausted, and the contractor moved his shovel to a pit at M.P. 271.7. After three days' operations this pit was also exhausted, and the contractor dismantled his plant and set up in the pit at M.P. 280.2. Costs of dismantling, moving and setting up of the plant were paid by the State by price agreement. Production was very good, averaging 52 cubic yards per hour elapsed time and 66 cubic yards per hour actual working time.

Prices received by the subcontractor for crushed rock were $1.40 per cubic yard for mineral aggregate and $2.35 for stockpile materials. Because of the large variance in these prices, the mineral aggregates showed a profit of only $0.09, while stockpile material showed a good profit of $0.87 per cubic yard.

This project was well handled, had adequate equipment, excellent progress was made and a large profit was made.

E. H. Clymer
Cost Analyst

By . . C. E. Paulsen

RECEIVED
JAN 11 1950
FOR FILING

23-4213

3180

January 11, 1950

United Pacific Insurance Co.
Fidelity and Surety Dept.
Seattle 14, Wash.

Gentlemen:

Please be advised that State Highway Contract No. 3180, for surfacing on the Jamieson-Vale Section of the John Day Highway in Malheur County, has been completed by the contractor, D. F. McKenzie, and that final payment in the amount of $5,669.20 will be made after acceptance by the Commission.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $110,396.66, and that no force account work was performed on the project. This contract was completed October 5, 1949 but has not as yet been accepted by the Commission.

This notice is sent to you because you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: The L. H. Hagen Agency
Beaver Bldg.
Oregon City, Oregon

Portland Branch Office

NOTED ON CARD
1-11-50 JF

RECEIVED
NOV 1 1949
FOR FILING

23-4213

3180

October 31, 1949

United Pacific Insurance Co.
Fidelity and Surety Dept.
Seattle 14, Wash.

Gentlemen:

You are advised of the intention of the State Highway Commission to make semi-final payment to D. F. McKenzie, on contract No. 1160, covering surfacing on the Jamieson-Vale Section of the John Day Highway in Malheur County. This payment, in the amount of $1,272.48, will be made on or after November 10, 1949. The retained percentage is $3,238.99.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: The L. H. Hagen Agency
Beaver Bldg.
Oregon City, Oregon

United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD
10-31-49 JR

Form E-1—SM—11-48

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

No.14 Final-Report

For Week Ending Oct.21, 19

Section Jamieson - Vale

Kind of work Oil Mat Resurfacing

Highway John Day

Section prefix 23-4213

Contractor D.F.McKenzie

Contract number 3180

Date of contract June 27, 1949

Date of completion Sept.15, 1949

Date work started August 8, 1949

Estimated date of completion , 19

Amount of contract $104,446.00

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering $110,784.08

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date $ 2925.00, 2.7 %

Date project was completed October 5, 1949

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The semi-final estimate was completed and shipped to the Division Office on Thursday of this week.

Contractor ha s some equipment at Stockpile site M.P.280.2,where he is making repairs to shovel.This equipment will be moved as soon as repairs are completed.

NOTED
H. W. LIBBY

RECEIVED

Signed L. C. Gammons

Address Box 402,Ontario,Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		4.00	17.36	17.36	
Miles partially completed					
Miles completed		4.00	17.36	17.36	
Total estimated quantities		20,000	5,200	760 tons 8,800	
Estimated quantities moved or placed to date		17,683.5	5978.6	746.51 to ns 8,738	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheep-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday			

RECEIVED
OCT 31 1949
OFFICE OF
CONSTRUCTION ENGINEER

State Printing Dept. 36750

RECEIVED
OCT 4 1949
FOR FILING

23-4213

3180

October 4, 1949

Mr. D. F. McKenzie
1465 Mission St.
Salem, Oregon

Dear Sir:

The State Highway Commission, at its meeting on September 21, 1949, had under discussion your request for an extension of time of 30 days, from September 15, 1949 to October 15, 1949, within which to complete your contract No. 3180 for surfacing on the Jamieson-Vale Section of the John Day Highway in Malheur County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The action of the Commission was based upon the report and recommendation of the State Highway Engineer, which considered but did not necessarily accept the statements given in your request as reasons why you failed to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

cc: E. F. Childsey,
Division Engineer

H. G. Smith

NOTED ON CARD
10-4-49 gr

RECEIVED
SEP 14 1949
FOR FILING

23-4213

318c

September 9, 1949

Request for extension of time
No. 13
September 19 and 20

Oregon State Highway Commission

Gentlemen:

Herewith is a request from R. F. Holcomb for an extension of time on Contract No. 3160, Jamieson-Pine Section of the John Day Highway, from September 15, 1949 to October 15, 1949.

The contractor has been working on another state contract in Southern Oregon, and delays on that contract placed up the delivery of oiling equipment to this contract. We have not improved our additional engineering expense, nor has the traveling public been unduly handicapped by the overrun of the time limit.

I recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc: W. C. Williams
H. G. Smith

WCW:RHB:er

RECEIVED
AUG 22 1949
FOR FILING
13-4213
3180

August 22, 1949

Mr. D. F. McKenzie
1465 Mission Street
Salem, Oregon

Dear Sir:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3180, which was awarded to you on June 27, 1949 by the State Highway Commission, for surfacing on the Jamieson-Vale Section of the John Day Highway in Malheur County.

An executed copy of this contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

Recorded _____

RECEIVED
JUN 29 1949
FOR FILING

23-4213

3180

June 29, 1949

Mr. D. F. McKenzie
145 Mission Street
Salem, Oregon

Dear Mr. McKenzie:

The State Highway Commission on June 27, 1949, awarded you the contract for surfacing and oiling and furnishing crushed material in stockpiles on the Jamieson-Vale Section of the John Day Highway, in Malheur County. This award was based on your low bid of $10h,hh6 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

cc

cc - Mr. S. H. Probert

23-1601 Central Oregon Highway, construct
one bridge, two culverts 1949

#3191

RECEIVED
AUG 18 1950
FILING

COMMISSIONERS
BEN R. CRANDELL, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

August 17, 1950

23-1601
3181

NOTED
H. B. GLAISYER

O. C. Tocom Company
Box 566
McMinnville, Oregon

Gentlemen:

I enclose for your signature our Estimate Voucher for $31,112.64 covering Estimate 1 on Contract No. 3181.

On August 1 Mr. Glaisyer sent to you assignment forms in connection with your contemplated assignment of the proceeds of this contract to the McMinnville Branch of the U. S. National Bank of Portland. As the completed papers have not yet come to the attention of this section, we are presuming that they are in course of completion and we have accordingly attached for your signature, an assignment form covering this particular estimate as required by the Secretary of State's office. If for any reason your plans have been altered and there is to be no assignment, then please remove the assignment form and definitely advise us of the fact when returning the signed voucher. If the assignment is being completed, then kindly sign both the voucher certificate and the assignment form on this particular estimate.

Very truly yours,

M. H. HAWKE
Auditor

by Carl F. Smith
Carl F. Smith
Claims Supervisor

CFS:rs
encl.

cc: H. B. Glaisyer

23-1601

OREGON STATE HIGHWAY COMMISSION

March 1, 1950
(Date)

3181 (Contract No.) | 5-final (Est. No.) | Geo. E. Berry (Contractor)

Vou. No:	Warrant No:	Amt: $	Date:
2563	369782	2,912.63	2/28/50

[redacted]

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. This warrant will be held in the Accounting Division until advised by you that release is authorized.

Specified completion date:

Completed:

Contract Accepted:

Time Extensions:.

Penalties:

Claims:

Remarks:

ACCOUNTING DIVISION

Date:

Accounting Division:

Release of the above warrant is hereby authorized:

H. B. Glaisyer

Warrant Mailed: MAR 2 1950

NOTED ON CARD
3-2-50

OREGON STATE HIGHWAY COMMISSION

March 1, 1950
(Date)

3181	5-final	Geo. E. Berry
(Contract No.)	(Est. No.)	(Contractor)

Vou. No:	Warrant No:	Amt: $	Date:
2563	369781	2,912.63	2/28/50

[redacted]

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. This warrant will be held in the Accounting Division until advised by you that release is authorized.

Specified completion date: Nov. 30, 1949

Completed: Nov. 3, 1949

ACCOUNTING DIVISION

Contract Accepted: Dec. 19, 1949

Time Extensions: None needed

Penalties: None of record

Claims: None of record

Remarks:

Date: 3-1-50

Accounting Division:

Release of the above warrant is hereby authorized:

H. B. Glaisyer

Warrant Mailed:

RECEIVED
FEB 15 1950
FOR FILING

23-1601

3181

February 15, 1950

The Aetna Casualty & Surety Co.
Portland Service Dept.
308 Yeon Bldg.
Portland 4, Oregon

Gentlemen:

Please be advised that State Highway Contract No. 3181, covering construction of the Calf, Pole and Squaw Creek Bridges on the Central Oregon Highway in Malheur County, has been completed by the contractor, George E. Berry, and that final payment in the amount of $2,912.63 will be made on or after February 25, 1950.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $28,835.73, of which amount $383.82 represents force account items. This contract was completed on November 3 and accepted by the Highway Commission on December 19, 1949.

This notice is sent to you as you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

cl

cc: Mr. Walter T. Davol
308 Yeon Bldg.
Portland 4, Oregon

NOTED ON CARD
2-15-50 gl

RECEIVED
AUG 19 1949
FOR FILING

23-1601

3181

Mrs. Sims

File-3

August 12, 1949

Hon. Earl T. Newbry
Secretary of State
Capitol

Dear Sir:

This is to acknowledge receipt of three copies of a claim filed with your office by the State Tax Commission in the amount of $215.32 plus interest and penalty against Shoreline Construction Company, your file No. 3181.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

NOTED ON CARD
8-12-49

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

11 - Hunter Co
12 - Shoreline Co. Sal. Line
13 - Hood River Jct. Odell Co.

August 11, 1949

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir;

We have received and filed as of this date a notice of claim by the State Tax Commission, for withholding taxes in the sum of $215.32, together with penalty and interest, against the bond taken from Shoreline Construction Company and Glens Falls Indemnity Company for the work of highway construction, our file no. 3181.

We are filing this notice today and are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies for our records.

Very truly yours,

Earl T. Newbry

Secretary of State

N:FA

Enc.

RECEIVED
AUG 12 1949
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD
8-12-49

RECEIVED
JUL 19 1949
FILING
23-1601
3181

July 18, 1949

Mr. George E. Berry
Route 2, Box 35
Beaverton, Oregon

Dear Sir:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3181 which was awarded to you on June 27, 1949 by the State Highway Commission, covering Calf Creek, Pole Creek and Squaw Creek Bridges on the Central Oregon Highway in Malheur County.

An executed copy of the above contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

RECEIVED
JUN 29 1949
FOR FILING

23-160 1

3181

June 29, 1949

Mr. George E. Berry
Route 2, Box 35
Beaverton, Oregon

Dear Mr. Berry:

The State Highway Commission on June 27, 1949, awarded you the contract for construction of culverts at Calf Creek and Pole Creek and construction of a bridge over Squaw Creek on the Central Oregon Highway, in Deschutes County. This award was based on your low bid of $30,500 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

cc

cc - Mr. S. H. Prebert
Mr. C. S. Pearson

26-3316 Vista House. Col. River Hwy. 1949
New Roof

7312

RECEIVED
DEC 28 1949
FOR FILING

26-3316
3182

December 27, 1949

St. Paul Mercury Indemnity Company
Pacific Department
200 Mills Building
San Francisco 4, California

Attention: Mr. E. J. Mooney

Gentlemen:

In reply to your letter of December 21 we can advise that Carl B. Arapriest's Contract No. 3182 for roofing work on the Vista House at Crown Point in Multnomah County was completed September 24, 1949 and accepted by the Commission on November 8, 1949.

The total amount of the contract was $3,636 and final payment was made to the contractor on November 14, 1949.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

ST PAUL FIRE and MARINE INSURANCE COMPANY
SAINT PAUL-MERCURY INDEMNITY COMPANY
MERCURY INSURANCE COMPANY

The Saint Paul Companies
INSURANCE - LAND · SEA · AIR

PACIFIC DEPARTMENT, 200 Mills Building, SAN FRANCISCO 4, CALIFORNIA, Phone SUtter 1-4022

December 21, 1949

Oregon State Highway Commission
Salem, Oregon

ATTENTION: H. B. Glaisyer, Secretary

Bond No. 749042
Carl B. Armpriest
Contract Bond - Contract #3182
Effective: 7-12-49
Penalty: $3,638.00

Gentlemen:

Would you please notify us if this contract pertaining to the above work has been accepted by the Oregon State Highway Commission?

Thank you for your cooperation.

Yours very truly,

B. J. Mooney,
BOND DEPARTMENT

db

RECEIVED
NOV 22 1949
FOR FILING

26-3316

3182

November 22, 1949

Mr. Carl B. Arnpriest
495 South Church St.
Salem, Oregon

Dear Sir:

The State Highway Commission, at its meeting on November 8, 1949, had under discussion your request for an extension of time of 31 days, from August 31 to October 1, 1949, within which to complete your contract No. 3182 for re-roofing the Vista House at Crown Point in Multnomah County.

I am pleased to inform you that the Highway Commission granted your request without penalty; however, I was instructed to inform you that the Commission, in arriving at its decision, considered but did not necessarily adopt either the recommendation of the Engineer or the reasons given by you for failure to complete the project within the specified time.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Zm

cc - A. G. Shelton,
Division Engineer

W. A. Reeves

NOTED ON CARD
11-22-49, gk

RECEIVED
OCT 5 1949
FOR FILING

26-3316

3182

October 4, 1949

St. Paul Mercury Indemnity Co.
Northwest Branch Office
Mills Bldg.
San Francisco 4, Calif.

Gentlemen:

This is to advise you that State Highway Contract No. 3182 for work on the Crown Point Section of the Columbia River Highway, in Multnomah County, has been completed by the contractor, Carl S. Anspriest, and that final payment in the amount of $2,000.00 will be made after acceptance by the Commission.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $3,638.00 and that no force account work was performed therein. This contract was completed on September 24, 1949 and has not as yet been accepted by the Commission.

This notice is sent to you because you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rm

cc - St. Paul Mercury Indemnity Co.
111 W. Fifth St.
St. Paul 2, Minnesota

St. Paul Mercury Indemnity Co.
Ken Potts Insurance Agency
339 Chemeketa St.
Salem, Oregon

NOTED ON CARD
10-4-49 gR

RECEIVED
OCT 3 1949
FOR FILING

26-3316

3182

September 30, 1949

Request for extension of time
No. 4
December 7 and 8 working

State Highway Commission

Gentlemen:

Re: Reroofing of Vista House in
Multnomah County, Contract No. 3182
Carl B. Aregriset, Contractor

Herewith copy of a request for an extension of time from Carl B. Aregriset, contractor on the reroofing of the Vista House, in the amount of 15 days, from August 31, 1949, the contract completion date, to October 1, 1949.

There was considerable delay in obtaining the treated lumber which is placed underneath the copper roofing. The lumber has now been obtained, and the project is practically complete. It is recommended that the extension be granted without penalty to the contractor.

This is a State Project and does not require concurrence of the Bureau of Public Roads.

Very truly yours,

R. H. Baldock
State Highway Engineer

GRPiga
cc C. S. Pansen
H. B. Glatzyer
R. H. Baldock
W. C. Williams

RECEIVED
AUG 19 1949
FOR FILING

26-3316

3182

F1/-3

August 12, 1949

Hon. Earl T. Newbry
Secretary of State
Capitol

Dear Sir:

This is to acknowledge receipt of three copies of a claim filed with your office by the State Tax Commission against the Denton Construction Company for highway construction work, your file No. 3182.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

NOTED ON CARD
8-12-49, GK

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

August 11, 1949

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir;

We have received and filed as of this date a notice of claim by the State Tax Commission, for withholding taxes in the sums of $113.74, $314.92 and $593.34, together with penalties and interest, against the bond taken from Glens Falls Indemnity Company and Albert W. Denton, dba Denton Construction Company for the work of highway construction.

We are filing this notice today and are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies for our records.

Very truly yours,

Earl T. Newbry

Secretary of State

N:FA

Enc.

RECEIVED
AUG 12 1949
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD
8-12-49

RECEIVED
AUG 4 1949
FOR FILING
26-3316
3182

August 3, 1949

Mr. Carl B. Armpriest
495 South Church Street
Salem, Oregon

Dear Mr. Armpriest:

We are returning herewith your Certified Check No. 3739 in the amount of $181.90 which you submitted with your proposal to furnish and place a new roof for the Vista House at Crown Point on the Columbia River Highway on which you were the successful bidder for bids opened June 27th.

The contract has been completely executed and a copy will be forwarded to you shortly.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md
Enc.

RECEIVED
AUG 3 1949
FOR FILING

26-3316
3182

August 3, 1949

Carl B. Arnpriest, Contractor,
495 South Church Street,
Salem, Oregon

Dear Mr. Arnpriest:

We are sending you today a fully executed copy of Contract No. 3182, which was awarded to you on June 27, 1949, by the State Highway Commission covering the re-roofing of Vista House at Crown Point on the Columbia River Highway in Multnomah County. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours,

Secretary,
OREGON STATE HIGHWAY COMMISSION

Encl.

RECEIVED
FOR FILING
26-3316
3182

June 29, 1949

Mr. Carl B. Acquistet
495 S. Church Street
Salem, Oregon

Dear Mr. Acquistet:

The State Highway Commission on June 27, 1949, awarded you the contract for furnishing and placing a new roof on Vista House at Crown Point on the Columbia River Highway, in Multnomah County. This award was based on your bid of $3,630 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

[redacted]

Secretary

cc

cc - Mr. S. H. Probert
Mr. G. S. Paulus

27-4210 Ash Creek Bridge. Monmouth-Independence Hwy. 1949

#3183

RECEIVED
JAN 17 1950
FOR FILING

27-4210

3183

~~Norman A. Jacke, Inc.~~
(Contractor)

Contract No. 3183 Est.No. 5-final

Warrant No. 365931 Date 1/11/50

Am't $ 5,128.87

The above warrant in payment of FINAL ESTIMATE on above contract has been received and will be held by the Accounting Division until authority to release is received.

Accepted 12-19-49

Time Extensions 0 days - None

Claims None

Remarks:

Date: 1-16-50

Release of the above warrant is hereby authorized.

Warrant mailed, (date)

RECEIVED
JAN - 6 1950
FOR FILING

Files

27-42.10
3183

December 23, 1949

United Pacific Insurance Company
Fidelity and Surety Department
Seattle 14, Washington

Gentlemen:

Please be advised that State Highway Contract No. 3183 for construction of a bridge over South Fork Ash Creek on the Monmouth-Independence Highway in Polk County, has been completed by the contractor, Werner and Jeske, Inc., and that final payment in the amount of $5,128.87 will be made on or after January 3, 1950.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied; and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total amount is $21,986.37 of which amount $165.00 represents force account items. This contract was completed on December 8, 1949, and accepted by the Commission on December 19, 1949.

This notice is sent to you because you appear as surety on the bond furnished by the above contractor.

Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

ml

cc - Smith & Grakes
First National Bank Building
Eugene, Oregon

NOTED ON CARD
12-23-49, gf

RECEIVED
JUL 18 1949
FOR FILING

27-4210

3183

July 15, 1949

Werner & Jeske, Inc.
Rte.5, Box 492-A
Eugene, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3183 which was awarded to you on June 27, 1949 by the State Highway Commission, covering South Fork Ash Creek Bridge on the Monmouth-Independence Highway in Polk County.

An executed copy of this contract is also being sent to the surety on your bond.

Very truly yours
OREGON STATE HIGHWAY COMMISSION

Secretary

sl
encl. 1

Recorded 7/26

RECEIVED
JUN 29 1949
FOR FILING

27-4210

3183

June 29, 1949

Werner & Jacks
492 Park Avenue
Eugene, Oregon

Gentlemen:

The State Highway Commission on June 27, 1949, awarded you the contract for construction of a bridge over Ash Creek on the Monmouth-Independence Highway in Independence, Polk County. This award was based on your low bid of $22,995 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

cc

cc - Mr. S. H. Herbert
Mr. S. H. Peterson

34-4205 Murray Road-Multnomah County 1949
Line Section,Sunset Hwy.

#3184

RECEIVED
SEP 29 1949
FOR FILING

34-4205

3184

September 28, 1949

United States Fidelity & Guaranty Co.
W. Talbot Sinclair, Manager
1112 Cascade Bldg.
Portland 4, Oregon

Gentlemen:

Please be advised that State Highway Contract No. 3184, covering seal coat on the Murray Road-Multnomah County Line Section of the Sunset Highway in Washington County, has been completed by the contractor, R. O. Dull, and that final payment in the amount of $376.54 will be made on or after October 8, 1949.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $6,324.24, and that no force account work was performed on the project. This contract was completed on July 30 and accepted by the Highway Commission on August 19, 1949.

This notice is sent to you as you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

cc: United States Fidelity & Guaranty Co.
Baltimore 3
Maryland

Mr. L. Reilly

NOTED ON CARD
9-28-49 gR

Form B-1—SM—1-48

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 30, 1949

Section Murray Road-Multnomah County Line

Highway Sunset

Contractor R.O. Dail

Date of contract June 27, 1949

Date work started July 19, 1949

Amount of contract $ 6,046.00

Kind of work Seal Coat

Section prefix 54 - 4205

Contract number 5184

Date of completion Aug. 15, 1949

Estimated date of completion July 30, 1949

Per cent of time elapsed 68 %

Estimated cost of completed project, exclusive of engineering $ 6,046.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date $ 242.96, 67 %

Date project was completed July 30, 1949

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The Contractor finished shooting Oil on friday. Final Brooming was done Satirday.

NOTED
JUL 31 1949
HIGHWAY ENGINEER

Signed Clay M. Cornett

Address Portland Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project				3.81	
Miles partially completed					
Miles completed				3.81	
Total estimated quantities				80 tons	
Estimated quantities moved or placed to date				87.9 tons	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day				1	
Hours per shift				8	
Average force on project for week				16	

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ...1....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheep-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Rain		
Monday	Showers		
Tuesday	Cloudy		
Wednesday	"		
Thursday	Fair		
Friday	"		
Saturday	"		

RECEIVED
AUG - 2 1949
OFFICE OF
CONSTRUCTION ENGINEER

RECEIVED
AUG 3 1949
FOR FILING

34-4205

3184

August 3, 1949

Mr. R. O. Dail
8919 Foster Road
Portland, Oregon

Dear Sir:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3184 which was awarded to you on June 27, 1949 by the State Highway Commission, covering seal coat on the Murray Road-Multnomah County Line Section of the Sunset Highway in Washington County.

An executed copy of this contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

RECEIVED
JUN 29 1949
FOR FILING

24-4205
3184
new job

June 29, 1949

Mr. R. O. Dail
8919 S. E. Foster
Portland, Oregon

Dear Mr. Dail:

The State Highway Commission on June 27, 1949, awarded you the contract for oiling on the Murray Road-Multnomah County Line Section of the Sunset Highway, in Washington County. This award was based on your low bid of $6,045 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

cc

cc - Mr. S. H. Probert

F-49(2) Oswego Sec., Oswego Hwy. 1949

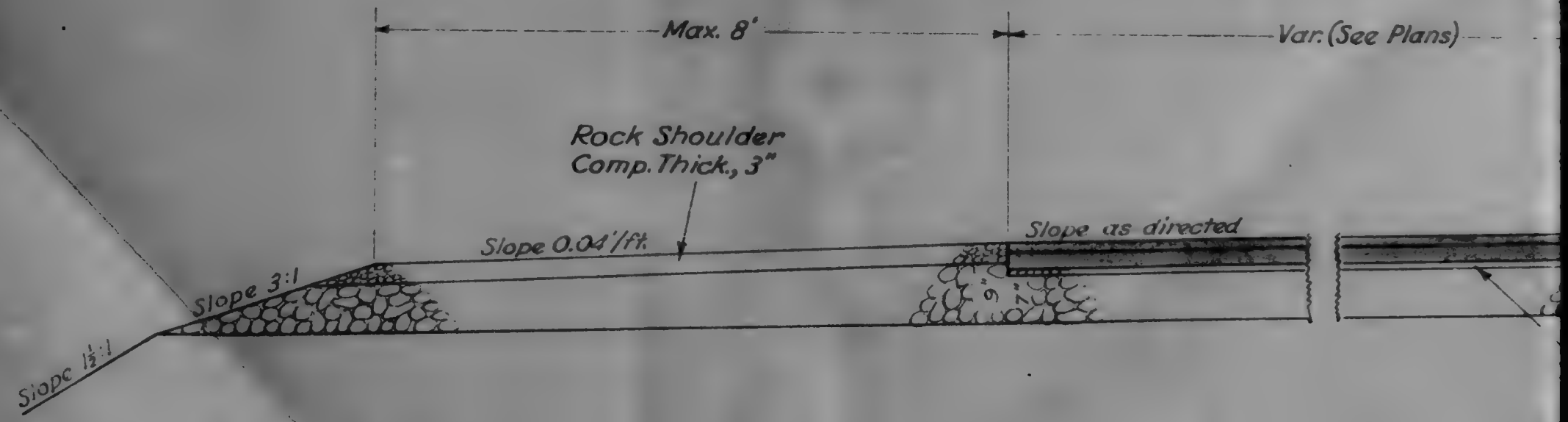
#3185

Slope 1½:1

SUMMARY

Length of F.A. Project

ITEM	UNIT	NET QUANTITY	ALLOWANCE	TOTAL	SEG Sta Sta
Removal of Walks & Driveways	Sq. Yd.	128	12	140	



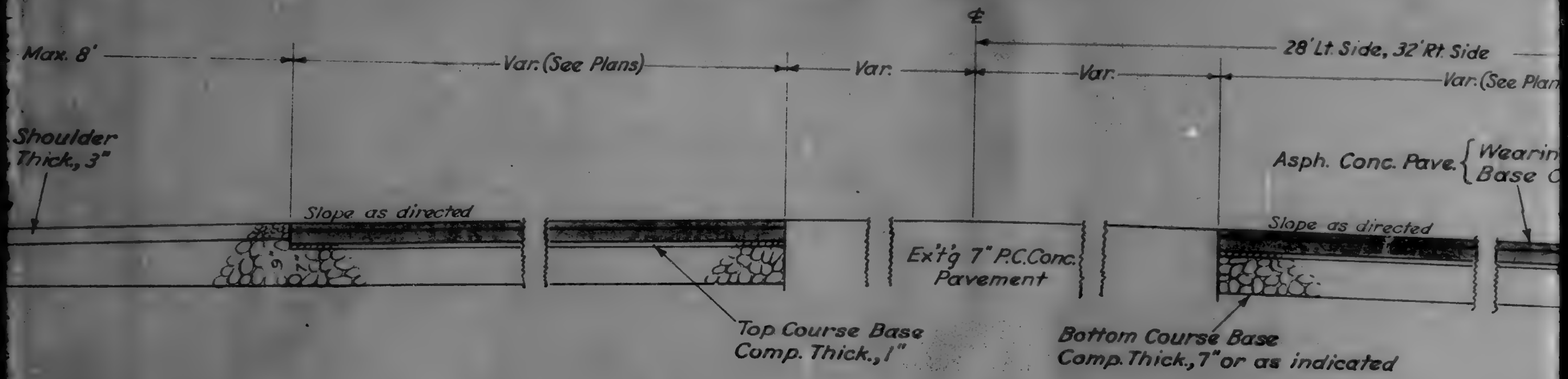
RY

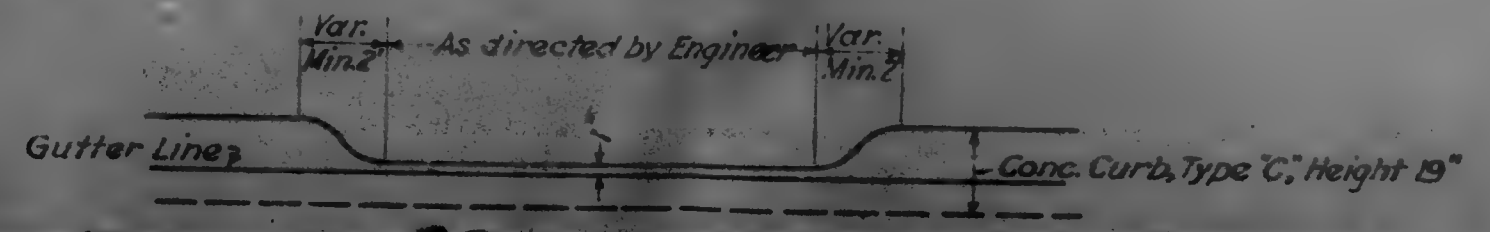
Length of F.A. Project 0.451 miles

NIT	NET QUANTITY	ALLOWANCE	TOTAL	SEGREGATION OF QUANTITIES	
				Sta. 269+52 to Sta. 280+33	Sta. 280+33 to Sta. 293+37.1
Yd.	128	12	140	140	
Ft.	150	10	160	160	

Gutter

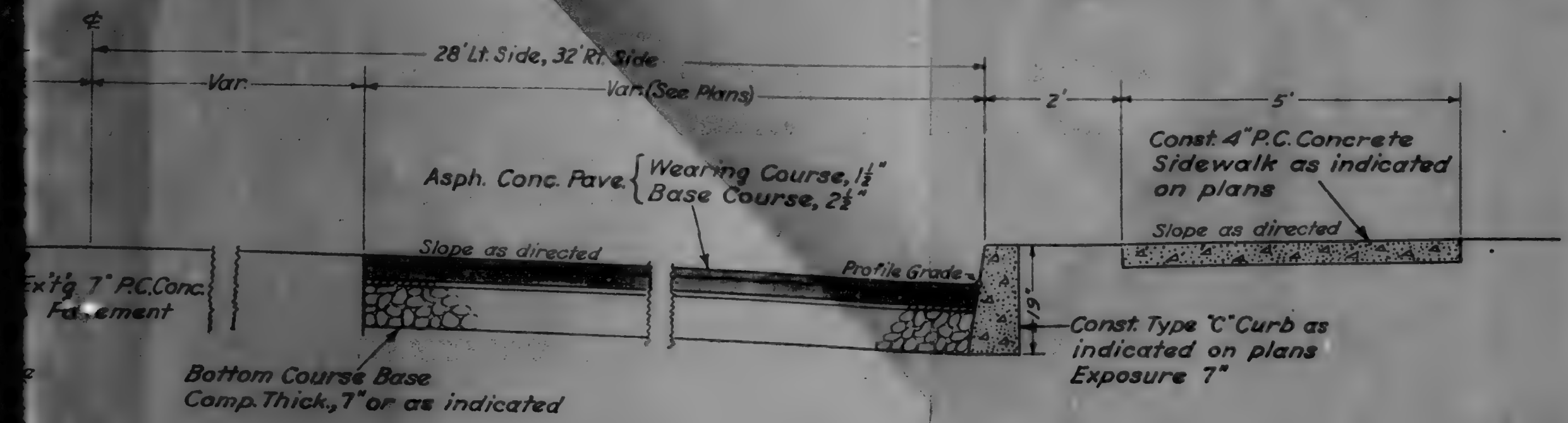
TYPICAL SECTION

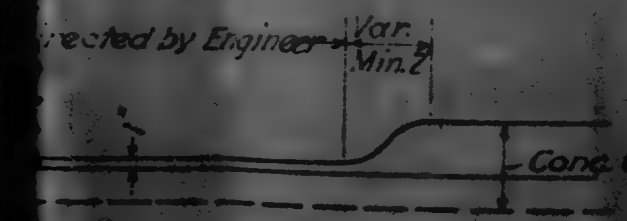




OSWEGO SECTION OSWEGO HIGHWAY CLACKAMAS COUNTY				SHEET No. 2
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	F-49(2)		See Index

SECTION





SUMMARY

Length of F.A. Project 0.4

ITEM	UNIT	NET QUANTITY	ALLOWANCE	TOTAL	SEGREG Sta. ? to Sta. ?
Removal of Walks & Driveways	Sq. Yd.	128	12	140	
" " Concrete Curbs	Lin. Ft.	150	10	160	
Structural Excavation, Unclassified	Cu. Yd.	1,195	105	1,300	
General " "	" "	1,937	163	2,100	
Short Overhaul	Yd. Sta.	3,317	333	3,650	
Long "	"C" Yd. Sta.	11	1	12	
8" Sewer Pipe	Lin. Ft.	654	66	720	
12" " "	" "	6	4	10	
Extra for Installing Pipe Under Pavement	" "	18	2	20	
Type "B" Manholes	One	2		2	
Concrete Inlets	"	6		6	
Adjustment of Manholes	"	4		4	
Concrete Curbs	Cu. Yd.	106	14	120	
" Driveways	Sq. Yd.	37	3	40	
" Walks	" "	22	2	24	
Class "A" Concrete in Retaining Walls	Cu. Yd.	232	28	260	
Metal Reinforcement	Lb.	46,000	4,000	50,000	
Wood Stairway	M-FBM	0.5	0.1	0.6	
3½ foot Metal Guard Fence	Lin. Ft.	380	20	400	
2½"-0" Material in Base	Cu. Yd.	1,713	187	1,900	
¾"-0" " " " & Shoulders	" "	244	56	300	

ARY

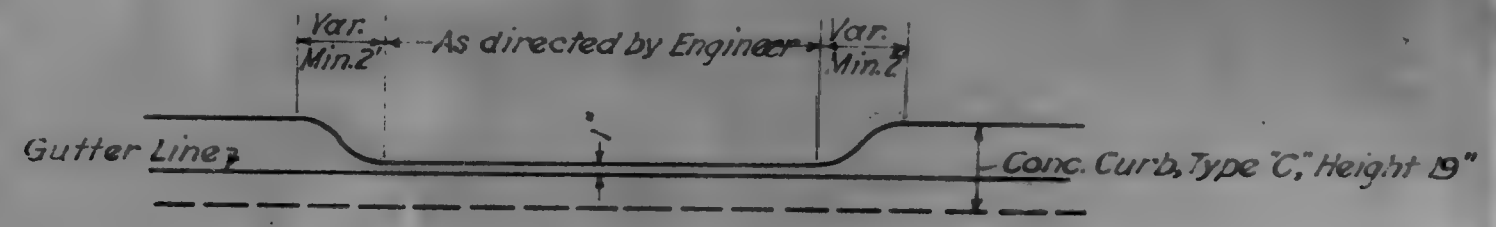
Length of F.A. Project 0.451 miles

UNIT	NET QUANTITY	ALLOWANCE	TOTAL	SEGREGATION OF QUANTITIES	
				Sta. 269+52 to Sta. 280+33	Sta. 280+33 to Sta. 293+37.1
Sq. Yd.	128	12	140	140	
Lin. Ft.	150	10	160	160	
Cu. Yd.	1,195	105	1,300	120	1,180
" "	1,937	163	2,100	1,200	900
Yd. Sta.	3,317	333	3,650		3,650
"C" Yd. Sta.	11	1	12		12
Lin. Ft.	654	66	720	400	320
" "	6	4	10		10
" "	18	2	20	20	
One	2		2		2
"	6		6	2	4
"	4		4	4	
Cu. Yd.	106	14	120	80	40
Sq. Yd.	37	3	40	40	
" "	22	2	24	24	
Cu. Yd.	232	28	260		260
Lb.	46,000	4,000	50,000		50,000
M-FBM	0.5	0.1	0.6		0.6
Lin. Ft.	380	20	400		400
Cu. Yd.	1,713	187	1,900	1,300	600

Pavement

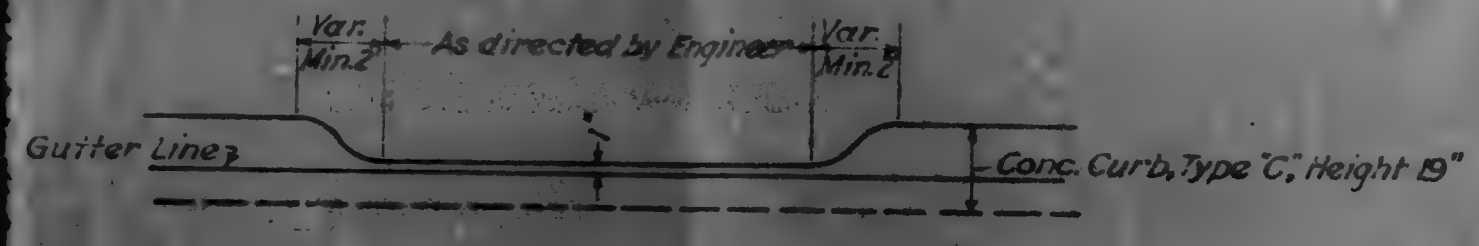
Top Course Base
Comp. Thick., 1"

Bottom Course Base
Comp. Thick., 7" or as indicated



Depressed Curb

Ex'tg 7" P.C.Conc. Pavement
Profile Grade
19"
Top Course Base Comp. Thick., 1"
Bottom Course Base Comp. Thick., 7" or as indicated
Const. Type "C" Curb as indicated on plans Exposure 7"



Depressed Curb

Short Overhaul	Yd. Sta.	3,317	333	3,630	
Long "	"C" Yd. Sta.	11	1	12	
8" Sewer Pipe	Lin. Ft.	654	66	720	400
12" " "	" "	6	4	10	
~~Extra for Installing Pipe Under Pavement~~	" "	18	2	20	20
Type "B" Manholes	One	2		2	
Concrete Inlets	"	6		6	2
Adjustment of Manholes	"	4		4	4
Concrete Curbs	Cu. Yd.	106	14	120	80
" Driveways	Sq. Yd.	37	3	40	40
" Walks	" "	22	2	24	24
Class "A" Concrete in Retaining Walls	Cu. Yd.	232	28	260	
Metal Reinforcement	Lb.	46,000	4,000	50,000	
Wood Stairway	M-FBM	0.5	0.1	0.6	
3½ foot Metal Guard Fence	Lin. Ft.	380	20	400	
2½"-0" Material in Base	Cu. Yd.	1,713	187	1,900	1,300
¾"-0" " " " & Shoulders	" "	244	56	300	200
Sprinkling	M-Gal.	50	10	60	40
Class "B" Asphaltic Concrete	Ton	1,455	145	1,600	1,100

Yd. Sta.	3,317	333	3,650		3,650
" Yd. Sta.	11	1	12		12
Lin. Ft.	654	66	720	400	320
" "	6	4	10		10
" "	18	2	20	20	
One	2		2		2
"	6		6	2	4
"	4		4	4	
Cu. Yd.	106	14	120	80	40
Sq. Yd.	37	3	40	40	
" "	22	2	24	24	
Cu. Yd.	232	28	260		260
Lb.	46,000	4,000	50,000		50,000
M-FBM	0.5	0.1	0.6		0.6
Lin. Ft.	380	20	400		400
Cu. Yd.	1,713	187	1,900	1,300	600
" "	244	56	300	200	100
M-Gal.	50	10	60	40	20
Ton	1,455	145	1,600	1,100	500

SHORE RD.

GREENWOOD RD.

Oiled Macadam

STATE ST. (OSWEGO HWY.)

40'

40'

R. 15'

28'

9'

32'

R. 10'

Gravel Road

COURT

ST.

NOTE BOOK	TEMPLATE
NO.	AREAS
	AREAS CHECKED

SECTION 10, T.2S. R.1E. W.M.
OSWEGO

SHORE RD.

VOOD RD.

Oiled Macadam

+55 Adjust Manhole

10" Sewer Pipe (In Pl.)

Gr. Ap.

R.15'

Remove Conc. Walk

R.30'

Const. Conc. Walk

Remove Conc. Walk
Remove Conc. Curb

Const

10" Sewer Pipe (In P

Const. Type "C" Curb

40'

40'

32'

9'

9'

1

2

3

4

Gravel Road

R.10'

30'

R.10'

Gravel Road R.10'

Gr. Rd.

+50 Adjust Manhole

ST.

ST.

SECTION 10, T.2S. R.1E. W.M.
OSWEGO

Lake Oswego

Gr. Ap.

10" Sewer Pipe (In Pl.)

Property Line

Remove & Const. Conc. Dr. & Walk

Const. Conc. Walk

Remove Conc. Walk
Remove Conc. Curb

Const. Type "C" Curb

N 8°45'E

Remove Conc. Walk

10" Sewer Pipe (In Pl.)

Inst. 8" Sewer Pipe - 150'

Const. Type "C" Curb

Property Line

Remove & Const. Conc. Driveway

Gr. Rd.

+59 Adjust Manhole

Const. 2 Conc. Catch Inlets
Inst. 8" Sewer Pipe - 54'

R.10'

R.10'

Oiled Macadam

Adjust Manhole
10" Sewer Pipe (In Pl.)

OSWEGO SECTION
OSWEGO HIGHWAY
CLACKAMAS COUNTY

SHEET No. 3

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	F-49(2)		See Index

Oswego

S.P.CO. R.R.

15" Sewer Pipe (In Pl.)

N 8°45'E

Inst. 8" Sewer Pipe-150'

Remove & Const. Conc. Driveway

R.10'

Inst. 8" Sewer Pipe-220'

+70 Adjust Manhole

Inst. Conc. Catch Inlet

SURVEY PLOTTED
NOTE BOOK TEMPLATE
NO. AREAS
AREAS CHECKED

STATE ST. (OSWEGO HWY.)

40'
40'
R.15'
28'
9'
32'
Gravel Road
R.10'

COURT
Oiled Macadam
VIEW
Oiled Macadam
ST.
LEONARD
PROJECT
GINNING OF

LEGEND

Construct Asphaltic Concrete Pavement
Construct Concrete Walk
Remove Concrete Walk or Driveway

Oiled Macadam

LEONARD ST.

40' 40'

BEGINNING OF PROJECT

Const. Walk

R. 10'

27'

32' 28'

9' 9'

R. 15'

Remove Conc. Walk & Const. Conc. Curb

Gravel Road R. 10'

30'

R. 10'

KIRKHAM ST.

+50 Adjust Manhole

Gr. Rd.

10" Sewer Pipe (in Pl.)

Const. Type 'C' Curb

Const. Concrete Walk

Gr. A.

40'

1

2

3

4

Adjust Manhole

Adjust Manhole

KIRKHAM ST.

st Manhole

st Manhole

+50 Adjust Manhole

Gr: Rd.

Const. Type "C" Curb

Proposed Property Line

10" Sewer Pipe (In Pl.)

Remove Conc. Walk

Remove Conc. Curb

Const. Type "C" Curb

Proposed Property Line

Remove & Const. Conc. Dr. & Walk

Gr.

2

3

4

27½

6

N 8°45'E

7

Inst. 8" Sewer Pipe-150'

Remove & Const. Conc. Driveway

+75 Const. 2 Conc. Catch Inlets
Inst. 8" Sewer Pipe-54'

2 Conc. Catch Inlets
8" Sewer Pipe-54'
10 Cu. Yds. (Under Pave-18')

R. 10'

Oiled Macadam

+25 Adjust Manhole

R. 10'

10" Sewer Pipe (In Pl.)

st Manhole

nc Catch Inlets
er Pipe-54'
u Nts (Under Pave 18')

anhole

anhole

+75 Const. 2 Conc. Catch Inlets
Inst. 8" Sewer Pipe-54'

Property Line

Remove Conc. Walk

Inst. 8" Sewer Pipe-150'

Remove & Const.
Conc. Driveway

R.10'

Oiled Macadam

R.10'

+25 Adjust Manhole
10" Sewer Pipe (In Pl.)

+70 Adjust Manhole

Inst. 8" Sewer Pipe-220'

R.10'

R.10'

Property Line

Remove & Const.
Conc. Dr. & Walk

Const. Type C Curb

C Curb

15" Sewer Pipe (In Pl.)

N 8°45'E

27.5

6

7

8

9'
9'
10'

14'
15'
12.3'
13.3'

9

10

20'
16'
17'

280

st Manhole

st Manhole

t Conc. Catch Inlet

Const. Driveway

R.10'

Oiled Macadam

R.10'

+25 Adjust Manhole

10" Sewer Pipe (In Pl.)

+70 Adjust Manhole

Inst 8" Sewer Pipe-220'

+90 Const. Conc. Catch Inlet

R.10'

R.10'

R.10'

Inst 8" Sewer Pipe-150'

N 8°45'E

15" Sewer Pipe (In Pl.)

7

8

9

9'

10'

14'

15'

12.3'

13.3'

9

8.0'

20'

16'

17'

280

40'

27'

20'

28'

32'

28'

1

1

VIEW

LEONA

PROJEC

BEGINNING OF

STA. 269+52

LEGEND

- Construct Asphaltic Concrete Pavement
- Construct Concrete Walk
- Remove Concrete Walk or Driveway
- Construct Concrete Curb
- Install Sewer Pipe
- Existing Sewer Pipe
- Existing Manhole
- Adjust Manhole
- Construct Manhole
- Existing Concrete Catch Inlet
- Construct Concrete Catch Inlet
- Power Pole
- Telephone or Telegraph Pole
- Ornamental Street Light
- Electric Railroad Warning Signal
- Fire Hydrant
- Water Meter
- Water Valve

115

110

105

100

+35 144+45 5.81 ℄

DATE

ORIGINAL SURVEY

NOTE BOOK

NO.

SURVEY PLOTTED

TEMPLATE

AREAS

AREAS CHECKED

LEGEND

Project Asphaltic Concrete Pavement
Project Concrete Walk
Project Concrete Walk or Driveway
Project Concrete Curb
Project Sewer Pipe
Project Sewer Pipe
Project Manhole
Project Manhole
Project Manhole
Project Concrete Catch Inlet
Project Concrete Catch Inlet
Project Pole
Project or Telegraph Pole
Project Street Light
Project Railroad Warning Signal
Project Hydrant
Project Water
Project Valve

STA. 269+52 BEGINNING OF PROJECT

Remove Conc Walk
12 Sq Yds

Remove Conc Walk
14 Sq Yds

Const Conc Walk
22 Sq Yds

Adjust Manhole

Adjust Manhole

250' I.C.

-1578

KIP

LEON

VIEW

KIR

+35 Adjust Manhole

+350 Adjust Manhole

+75 Const. 2 Conc. Catch Inlets
Inst. 8" Sewer Pipe 54'
Str. Ex. 10 Cu. Yds. (Under Pave 18')

Remove Conc. Walk
12 Sq. Yds.

Remove Conc. Walk
14 Sq. Yds.

Const. Conc. Walk
22 Sq. Yds.

Remove Conc. Walk
17 Sq. Yds.

Remove Conc. Curb
150 ft.

Inst. 8" Sewer Pipe
Str. Ex. 45 Cu. Yds.

Remove Conc. Driveway & Walk
11 Sq. Yds.

Const. Conc. Driveway
10 Sq. Yds.

Remove Conc. Walk
30 Sq. Yds.

Remove Conc. Driveway
44 Sq. Yds.

Const. Conc. Driveway
27 Sq. Yds.

+25 108.3°

-1.576

℄ Finish Grade East Gutter

250' V.C.

+1.067

50' V.C.

Const. 2 Conc. Catch Inlets

+75 Inst. 8" Sewer Pipe 52'
Str. Ex. 10 Cu. Yds. (Under Pave. 18')

+25 Adjust Manhole

+70 Adjust Manhole

Inst. 8

Remove Conc. Walk
17 Sq. Yds.

Inst. 8" Sewer Pipe-150'
Str. Ex. 48 Cu. Yds.

Remove Conc. Curb
150 ft.

Remove Conc. Driveway & Walk
11 Sq. Yds.

Const. Conc. Driveway
10 Sq. Yds.

Remove Conc. Walk
30 Sq. Yds.

Remove Conc. Driveway
44 Sq. Yds.

Const. Conc. Driveway
27 Sq. Yds.

Finish Grade East Gutter

+1.067

+0.691

250' V.C.

100' V.C.

130' V.C.

#25 Adjust Manhole

#20 Adjust Manhole

#90 Construct Catch Inlet

Inst. 8" Sewer Pipe-150'
Str. Ex. 45 Cu. Yds.

Inst. 8" Sewer Pipe-220'
Str. Ex. 60 Cu. Yds.

& Walk

Remove Conc. Driveway
44 Sq. Yds.

Inst. Conc. Driveway
27 Sq. Yds.

110

105

100

+1.067

+0.691

130' V.C.

-0.68

40' V.C.

50' V.C.

+00 100.00

+00 100.00

Construct Asphaltic Concrete Pavement
Construct Concrete Walk
Remove Concrete Walk or Driveway
Construct Concrete Curb
Install Sewer Pipe
Existing Sewer Pipe
Existing Manhole
Adjust Manhole
Construct Manhole
Existing Concrete Catch Inlet
Construct Concrete Catch Inlet
Power Pole
Telephone or Telegraph Pole
Ornamental Street Light
Electric Railroad Warning Signal
Fire Hydrant
Water Meter
Water Valve

STA. 269+52 BEGINN

Remove Co
12 Sq. Y

5.81%
-3.00%
250' V.C.

+65 106.23

115
110
105
100
95

9
270
1

Pavement

xaway

STA. 269+52 BEGINNING

Remove Conc Walk
12 Sq. Yds.

Remove Conc Walk
14 Sq. Yds.

Const. Conc. Walk
22 Sq. Yds.

Adjust Manhole

Adjust Manhole

Remove Conc. Walk
17 Sq. Yds.

Remove Conc. Curb
150 Ft.

+25 11+45

250' V.C.

+65 106.23'

-1.57%

Finish Grade Ec

Ex. 181
Em. 147
Ex. 384

9

Const. 2 Conc. Catch
+75 Inst. 8" Sewer Pipe
Str. Ex. 10 Cu. Yds. (Unsuit

+25 Adjust Manhole

+50 Adjust Manhole

Remove Conc. Walk
17 Sq. Yds.

Inst. 8" Sewer Pipe-150'
Str. Ex. 43 Cu. Yds.

Remove Conc. Curb
150 ft.

Remove Conc. Driveway & Walk
11 Sq. Yds.

Const. Conc. Driveway
10 Sq. Yds.

Remove Conc. Walk
30 Sq. Yds.

Remove Conc. Driveway
44 Sq. Yds.

Const. Conc. Driveway
21 Sq. Yds.

-1.576

Finish Grade East Gutter

250' V.C.

+1.067

50' V.C.

+0.691

.181

n. 147

384

Ex. 252

Ex. 178

+25 Adjust Manhole

+70 Adjust Manhole

+90 Const. Curb Cut

Inst. 8" Sewer Pipe-220'
Str. Ex. 60 Cu. Yds.

8" Sewer Pipe-150'
Ex. 45 Cu. Yds.

Walk

ove Conc. Driveway
44 Sq. Yds.
ist. Conc. Driveway
27 Sq. Yds.

+60 100.50

+1.067

+0.691

50' V.C.

130' V.C.

-0.68

40' V.C.

110

105

100

95

Ex. 339
Fm 276
To Sta. 289+00

To Sta. 285+50

Ex. 252

Ex. 178

NOTE BOOK	TEMPLATE		
	AREAS		
NO.	AREAS CHECKED		

"B" Manhole
c. Catch Inlet
ver Pipe-12'

nhole
Inlet
-15'
2-6'

1
2
3
4
285

32'
28'
40'
40'
32'
34'

A AVENUE

Const. Retaining Wall
(See Bridge Dept. D

SECTION 3 T.2S. R.1E. W.M.
OSWEGO

A AVENUE

B AVENUE

Property Line

285

290

N 8°45'E

6

7

8

9

32'

34'

34'

32'

20'

19'

24'

15'

Const. Type "C" Curb

R.15'

R.15'

Property Line

Slope Easement Line

Const. Retaining Wall & Steps
(See Bridge Dept. Drg. No. 9081

290+19.7 P.O.T. Bk=

290+20.8 P.O.T. Ah=

SECTION 3 T.2S. R.1E. W.M.
OSWEGO

B AVENUE

Property Line

Const. Type "C" Curb

R.15'

R.15'

Property Line

Slope Easement Line

290

24'

20'

19'

15'

19'

15'

18'

15'

20'

8

9

1

2

3

290+19.7 P.O.T. Bk =
290+20.8 P.O.T. Ah =

S.P. CO. R.R.

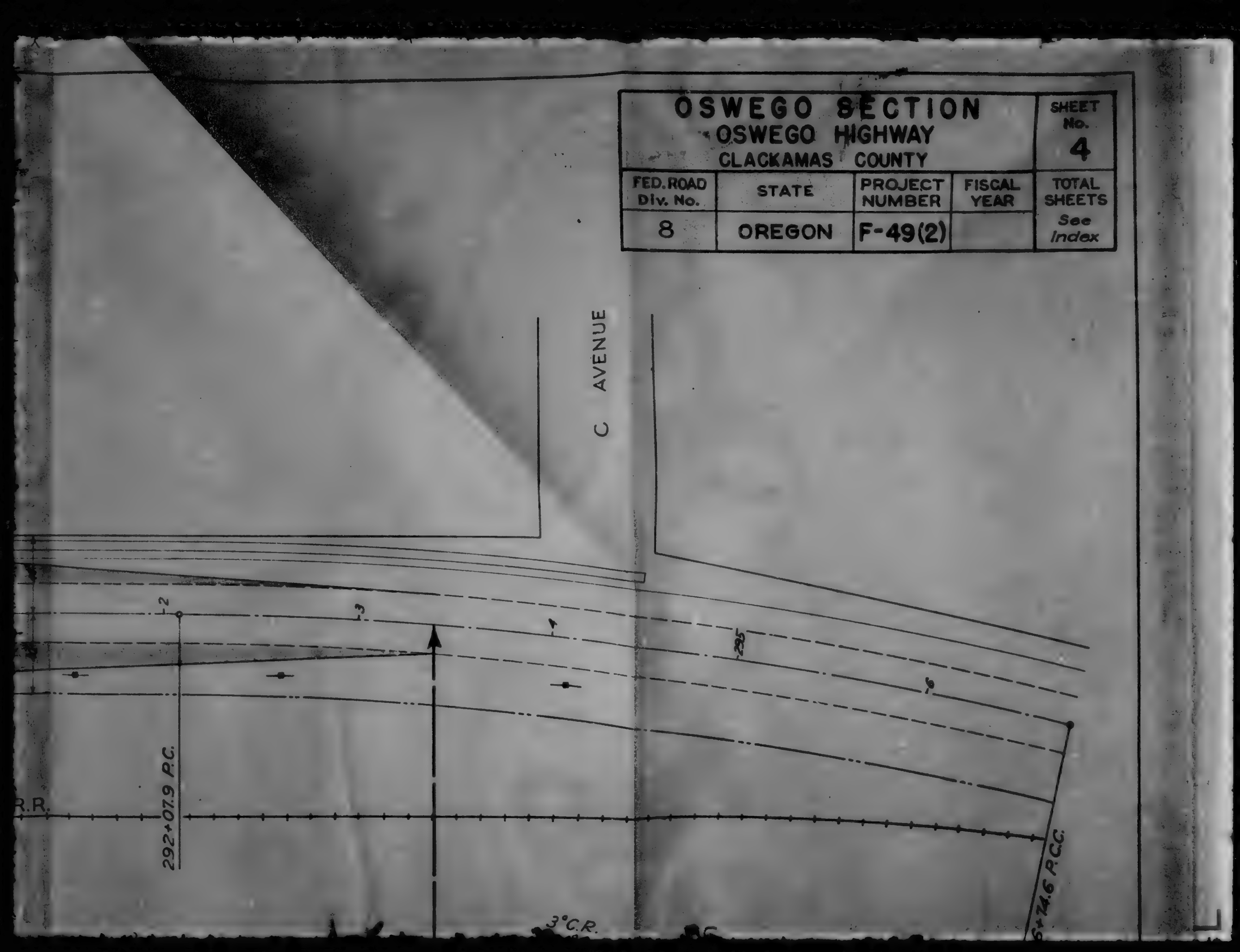
292+07.9 P.C.

ON

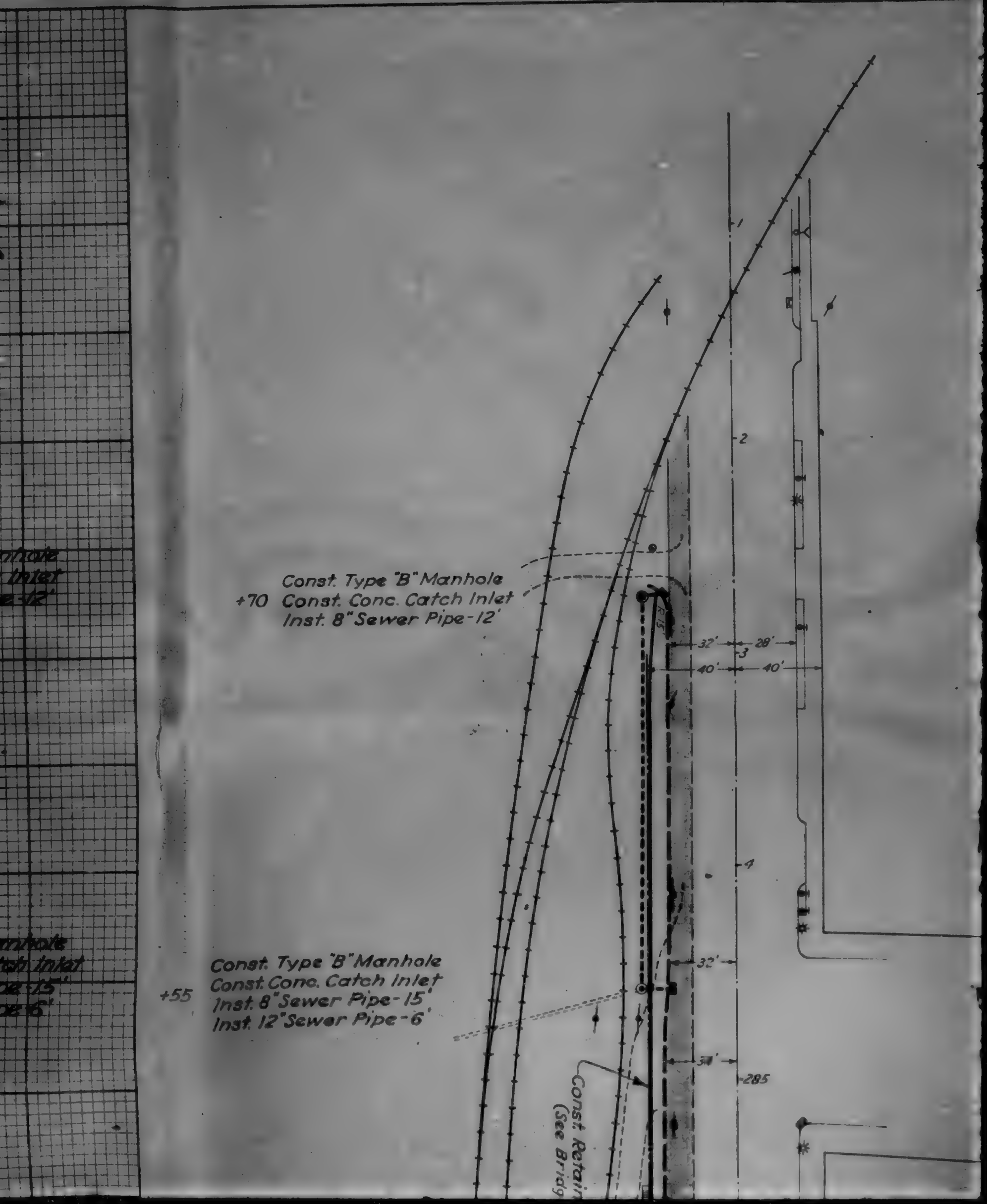
OSWEGO SECTION
OSWEGO HIGHWAY
CLACKAMAS COUNTY

SHEET No. 4

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	F-49(2)		See Index



FINAL SURVEY		BY	DATE
NOTE BOOK NO.	SURVEYED		
	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		



Property Line

285

N 8°45'E

32'

34'

34'

32'

Const. Type "C" Curb

R 15'

R 15'

Property Line

Slope Easement Line

Const. Retaining Wall & Steps
(See Bridge Dept. Drg. No. 9081

+55 Const. Type "B" Manhole
Const. Conc. Catch Inlet
Inst. 8" Sewer Pipe - 15'
Inst. 12" Sewer Pipe - 6'

+67 Const. Conc. Catch Inlet
Inst. 8" Sewer Pipe - 18'

Manhole
Catch Inlet
Pipe 15'
Pipe 6'
Brs.

+67 Const. Conc. Catch Inlet
Inst 8" Sewer Pipe-18'

Const. Type 'C' Curb

R.15'

R.15'

Slope Easement Line

Property Line?

Property Line?

7

8

9

290

EQUATION 290+19.7 P.O.T. Bk =
290+20.8 P.O.T. Ah =

20' 24'
19' 15'

13' 19' 15' 13'
30' 15'
1

40' 40'

S.P. CO. R.R.

292+07.9 P.C.

EQUATION 290+19.7 P.O.T. Bk =
290+20.8 P.O.T. Ah =

S.P. CO. R.R.

290

20' 24'
19' 15'

13' 19' 15' 13'
90 15'

1

2

292+07.9 P.C.

3

4

295

6

3°C.R.
Δ 44°00'
T 2345

PROJECT

C AV

R.R.

292+07.9 P.C.

PROJECT

3°C.R.
Δ 14°00'
T 2345

296+74.6 P.C.C.

C A

Ex. 19'

+38 ISO 98'

40'VC

+0.25

40'VC

+1.76

40'VC

+0.28

See Sheet 3

1100

1075

1050

Inst. 8" Sewer Pipe-185'
Str. Ex. 45 Cu. Yds.

Const. Type 'B' Manhole
Const. Conc. Catch Inlet
255 Inst. 8" Sewer Pipe 13'
Inst. 12" Sewer Pipe 45'
Str. Ex. 100 Yds.

Const. Type 'B' Manhole
Const. Conc. Catch Inlet
470 Inst. 8" Sewer Pipe 12'
Str. Ex. 200 Yds.

Const. Type B Manhole
Const. Conc. Catch Inlet
155 Inst. 8" Sewer Pipe 15'
Inst. 12" Sewer Pipe 6'
Str. Ex. 7 Cu Yds.

Const. Conc. Catch Inlet
167 Inst. 8" Sewer Pipe 18'
Str. Ex. 3 Cu Yds

st. 8" Sewer Pipe - 185'
Str. Ex. 15 Cu Yds.

N 50° 28' 10" W

+1.76

40' V.C.

+0.25

40' V.C.

S 50° 28' 10" E

+1.142

℄ Finish Grade East Gutte

Ex. 191
Em. 156

EQUATION

+59.116 H

+0.0343

120' V.C.

+1.142

℄ Finish Grade East Gutter

Ex. 153

Fl. 125

Bk =

Ah =

EXIST. O.H.

STA. 293+37.1 END OF PROJECT

STA. 0+54

2+75 NO. 29

S20°15'E

Inst. 8" Sewer Pipe - 185'
Str. Ex. 45 Cu. Yds.

Const. Type A Conc. Cover Slab

Inst. 8" Sewer Pipe - 185'
Str. Ex. 45 Cu. Yds.

Const. Type A Conc. Cover Slab

Inst. 8" Sewer Pipe - 185'
Str. Ex. 45 Cu. Yds.

Const. Type A Conc. Cover Slab

110

105

100

95

+0.25 40' V.C. +1.76 40' V.C. +0.25 40' V.C.

+0.28 105.10

+0.36 105.38

See Sheet 3.

From Sta. 272+75

From Sta. 276+50

S.O.H. 2304 Yd. Sta.

S.O.H. 1013 Yd. Sta.

L.O.H. 117 Yd. Sta.

Ex. 191

Em. 156

Em. 205

281 2 3 4 285 6

Const. Type
Const. Co
Inst. 8" San
Inst. 12" Sew
Str. Ex. 7 Du

Const. Conc.
Inst. 8" Sewe
Str. Ex. 3 Du

de=185'
YDS.

-28 105.11

+0.25

40'V.C.

40'V.C.

+36 105.38

+1.142

℄ Finish Grade East Gutter

+19.44 05

120'V.C.

Ex. 191
Em. 156

L.O.H. U.G. Vd. Sta.

Em. 205

Ex. 153
Em. 125

Em. 312

4

285

6

7

8

9

29

EQUATION

STA. 293+37 END

+0.0343

120' V.C.

℄ Finish Grade East Gutter

Ex. 153
Em. 125

Em. 312

+19.7 P.O.T. Bk=
+20.8 P.O.T. Ah=

Ex. 259
Em. 210

8 9 290 1 2 3

+0.03E3

EX. 259
Elev. 210

STA. 293+37.1 END C

2

3

4

85

24.05E4

S 20°53'E

9+75 1113.29

RECEIVED
JUL 12 1950
FOR FILING

7-49 (2)

3185

July 12, 1950

Mr. John Lichty
Attorney At Law
Failing Building
Portland 4, Oregon

Dear Mr. Lichty:

Reply is made to your letter of July 10, re Perkins Bros. Contract No. 3185 for grading and paving the Oswego Section of the Oswego Highway.

In your letter you inquire as to the deadline for the filing of claims against highway contracts in order to hold the bond responsible and liable for claims incurred against the job. Your understanding is correct. The period in which claims must be filed with the Secretary of State, as far as state highway contracts are concerned, expires six months from the date of formal acceptance of the contract by the State Highway Commission. I enclose excerpts from the laws, with which you are familiar. The records disclose that Perkins Bros. Contract No. 3185 was accepted by the State Highway Commission on November 8, 1949. The action of the Commission was taken by appropriate resolution.

In the post script of your letter you inquire whether or not any claims have been filed against this job. The records disclose that no claims have been filed against the contractor for this project.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ts
Enc.

JOHN LICHTY
ATTORNEY AT LAW
FAILING BUILDING
PORTLAND 4, OREGON
TELEPHONE ATWATER 6478

July 10, 1950

Mr. Herbert Glaysier, Secretary
State Highway Commission
Salem, Oregon

Re: Contract #3185
Perkins Brothers - Grading and Paving
Oswego Section - Oswego Highway

Dear Herb:

I am attempting to ascertain for my client, United Pacific Insurance Company, the date upon which the right of any claimant against the bond given on the above contract must list his claim in order to hold the surety.

As I understand it, the time will begin to run upon the acceptance of the work by the affirmative action of the highway commission and will expire within six months from that time. Can you, in an examination of your records, give me the date of final acceptance by such affirmative action?

Sincerely,

JL:z JOHN LICHTY

P. S. Also please let me know if any claims have been filed.

/JL

RECEIVED
H. R. LAISYER

RECEIVED
FOR FILING
OREGON DISTRICT

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

June 15, 1949

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise that the program change requested for Project No. F-49(2), has been approved effective June 8, 1949.

The current status as approved:

Total Cost	$62,368	
Federal Funds	16,000	(No change)
Mileage	0.451	

The revised termini, "C" Avenue in Oswego to 0.2 mile south railroad crossing.

(Item 6, Postwar Federal Aid Primary Highway Program)

Very truly yours,

T. M. DAVIS
District Engineer

By: C. G. Polk
C. G. Polk
Sr. Highway Engineer

RECEIVED
JUN 16 1949
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
3 1950
FOR FILING

OREGON STATE HIGHWAY COMMISSION

March 1, 1950
(Date)

7-49(2)

(Contract No.)

5 & 6 Final
(Est. No.)

Dowling Brothers
(Contractor)

Voue No:	Warrant No:	Amt: $	Date:
2566	369783	1,378.85	2/28/50

Enter

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. This warrant will be held in the Accounting Division until advised by you that release is authorized.

Specified completion date:

Completed:

ACCOUNTING DIVISION

Contract Accepted:

Time Extensions:

Penalties:

Claims:

Remarks:

Date:

Accounting Division:

Release of the above warrant is hereby authorized:

H. B. Glaisyer

Warrant Mailed: MAR 2 1950

NOTED ON CARD

OREGON STATE HIGHWAY COMMISSION

March 1, 1950
(Date)

2185 (Contract No.) | 5 & 6-final (Est. No.) | Perkins Brothers (Contractor)

Vou. No:	Warrant No:	Amt: $	Date:
2566	369783	1,372.85	2/28/50

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. This warrant will be held in the Accounting Division until advised by you that release is authorized.

Specified completion date: Sep. 30, 1949

Completed: Oct. 31, 1949

Contract Accepted: Nov. 8, 1949

Time Extensions: Extended to Oct. 31, 1949 without penalty

Penalties: None of record

Claims: None of record

Remarks:

ACCOUNTING DIVISION

Date: 3-1-50

Accounting Division:

Release of the above warrant is hereby authorized:

H. B. Glaisyer

Warrant Mailed:

RECEIVED
FEB 20 1950
FOR FILING

I 49(2)
3185

Cross Referenced To:
Maint - Drainage

Salem, Oregon
February 17, 1950

Mr. A. G. Hamilton

On February 9 I addressed a letter to Mr. W. E. Simonton, Engineer, of the Oregon Iron and Steel Company, advising of acceptance of their offer to reconstruct culvert pipe under the Oregon Cement Company's railroad track at Oswego. A copy of the letter was furnished you.

The letter addressed to Mr. Simonton has been returned, unclaimed, and I enclose it herewith. Will you please see that this letter is delivered to Mr. Simonton, so that they may be in a position to proceed with the repair of the culvert.

W. C. Williams

WCW:ms

Encl.

RECEIVED
FEB 14 1950
FOR FILING

February 9, 1950

Mr. W. E. Simonton, Engineer
The Oregon Iron and Steel Company
1301 Public Service Building
Portland, Oregon

Dear Sir:

This letter is to advise acceptance by the State Highway Commission of the terms of your letter of February 2, wherein you agree to repair culvert pipe under the Cement Company's railroad trunk for the sum of $200, said sum to be reimbursed to you by the State Highway Commission.

You may proceed with the work, and, upon its completion and receipt of proper billing, you will be reimbursed in the amount of $200.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

H. C. Williams
Assistant State Highway Engineer

WCWmm

cc Mr. J. H. Devers
Mr. H. G. Smith
Mr. A. G. Skelton

FORM S-20 25M 8-40 22204

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 9th, 1950

SUBJECT:

To: Mr. W. C. Williams
Assistant State Highway Engineer
O f f i c e

COPY

Dear Sir:

Herewith letter from the Oregon Iron and Steel Company offering to make repairs to their sewer which we are using in connection with the Oswego Project for $200.00 and releasing us from any contribution.

Mr. Devers says this is satisfactory in lieu of a formal contract. Therefore, I would recommend that you write the Oregon Iron and Steel Company to proceed and authorize reimbursement in the amount of $200.00.

Very truly yours,

/s/ H. G. Smith

H. G. Smith
Construction Engineer

HGS:AR
Enc.

10-17-50
original file copy in
Co & A
7.Q

THE OREGON IRON AND STEEL COMPANY
1301 Public Service Building
Telephone Atwater 2151

Address all communications
to the Company

Portland, Oregon

February 2, 1950

COPY

State Highway Commission
Salem, Oregon

Gentlemen:

Regarding repair of drainage pipe line through tunnel under the Cement Company's railroad track now being used by the Highway Department for disposing of storm water from Pacific Highway in Oswego.

Due to weather conditions it is hard for contractors to make a close inspection of the job.

However, The Oregon Iron and Steel Company hereby agrees to have this repair made for the sum of $200, to be paid by the Highway Commission to The Oregon Iron and Steel Company.

The said The Oregon Iron and Steel Company agrees not to call on the said commission for future contributions in keeping said pipe line in repair.

Very truly yours,

THE OREGON IRON AND STEEL COMPANY

/s/ W. E. S.

W. E. Simonton
Engineer

10-17-50
original file copy in C+A
TQ

FOR FILING

FORM E-20X (REV. 6-49)

F-49(2)

3185

Cross Referenced To:
maint
Drainage

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
December 29, 1949

SUBJECT: Repairs to Sewer Line Owned by Oregon Iron & Steel Company, Oswego

To: Mr. H. G. Smith
Construction Engineer
State Highway Department
Salem, Oregon

Dear Sir:

I am in receipt of a copy of Mr. W. C. Williams' letter of December 28th to yourself advising that the State Highway Commission has approved cooperation in the amount of $400.00 to repair a sewer line owned by the Oregon Iron and Steel Company where it crosses under the tracks of the Oregon Portland Cement Company. Mr. Williams has advised that this work is not to be performed until a satisfactory agreement is executed between the Oregon Iron and Steel Company and the Highway Commission providing that the restoration of pipe under the Cement Company's railroad tracks will relieve the State of any future liability in connection with this sewer line.

OK
WCW.

I discussed this matter with you a short time ago, suggesting that we might be able to come to an agreement with the Ladd Estate interests, owners of the Oregon Iron and Steel Company, whereby this concern would take care of the necessary repairs with their own forces rather than our getting involved in work on their sewer line. If this meets with your approval I will be glad to contact the Ladd Estate interests and see if such an arrangement could be worked out within the limits of the cooperation approved by the Highway Commission.

Very truly yours,

A. G. SKELTON
Division Engineer

AGS:rl

cc: Mr. W. C. Williams
Mr. J. M. Devers
Mr. W. M. Strohmeyer

RECEIVED
JAN 27 1950
FOR FILING

4-E

Full

Salem, Oregon
December 28, 1949

Mr. H. G. Smith

264

The State Highway Commission has approved cooperation in the amount of $1.00 to repair a sewer line owned by the Oregon Iron & Steel Company where it crosses under the tracks of the Oregon Portland Cement Company. The State connected with this sewer when the highway improvement through Oswego was under construction.

The work was not to be performed until a satisfactory agreement is executed between the Oregon Iron and Steel Company and the Highway Commission, providing that a restoration of the pipe under the Cement Company's Railroad tracks, estimated to cost $400, will relieve the State of any future liability of any nature in connection with the sewer pipe.

Please arrange to have the necessary information furnished to Mr. Devers, so that he may prepare the agreement.

WCW:ms

W. C. Williams

cc Mr. J. M. Devers
Mr. A. G. Skelton

RECEIVED
DEC 13 1949
FOR FILING

December 12, 1949

Oregon State Highway Commission

Gentlemen:

At the time the Canyon Highway was widened and improved through the city of Canyon, the Oregon Iron and Steel Company, which owned a sewer line running from Canyon to the river, gave permission to the State Highway Department to connect with its sewer. This resulted in a very material saving, probably $5,000 or $6,000, to the Highway Commission, as otherwise it would have been necessary to construct a new sewer from the highway to the river.

Since the highway drainage has been connected to the Oregon Iron and Steel Company's sewer, a section of the pipe line under the railroad tracks of the Oregon Portland Cement Company has developed a leakage to the extent that it must be replaced, and the Oregon Iron and Steel Company feels that the Highway Commission should bear the cost of this replacement, as it was put to no other expense for the sewer connection. The estimated cost of replacing the sewer under the Cement Company's railroad tracks is $400, and the Oregon Iron and Steel Company will, if the State makes this replacement, enter into an agreement wherein the State will be relieved from any future maintenance or liability for the sewer line.

The Oregon Iron and Steel Company has been very cooperative in this matter, and I recommend that you approve the expenditure of $400 for the repair of the sewer line, provided a satisfactory agreement is executed wherein the State will be relieved of future liability.

This matter will be on the next agenda, and I recommend your approval for the immediate performance of the work, as otherwise some damage may occur to the tracks of the Oregon Portland Cement Company.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:me hi
cc Mr. W. C. Williams
Mr. H. G. Smith
Mr. M. H. Hawke

FORM E-60 ISM 12-49 27000

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 21st, 1949

SUBJECT:

To: Mr. W. C. Williams
Assistant State Highway Engineer
O f f i c e

NOTED
W. C. WILLIAMS

Dear Sir:

Herewith correspondence from Mr. Skelton relative to the repair of the Oregon Iron and Steel Company's sewer in Oswego.

This sewer is the only one available to take care of the storm drainage south of the track in Oswego, and we had permission from them to connect our storm drainage to it. However, they now find the sewer is defective and are requesting us to repair it as our contribution toward the use of the sewer. This will cost us about $400.00.

Mr. Murphy, president of the company, is willing to limit our liability to this one repair. I would recommend Mr. Devers prepare an agreement with the Oregon Iron and Steel Company to cover the use of this sewer and to make the necessary repairs.

Very truly yours,

H. G. Smith
Construction Engineer

HGS:AR
Enc.

FORM E-80 25M 6-40 32602

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
November 18, 1949

SUBJECT: Drainage at Oswego

To: Mr. H. G. Smith
Construction Engineer
State Highway Department
Salem, Oregon

Dear Sir:

In connection with contract 3181 to Perkins Brothers for the Oswego city project, our plans call for the drainage south of the Southern Pacific grade crossing going into a sewer at Station 287+25. This sewer is the line used to drain Oswego Lake when the lake is completely drained. Our local surface drainage in this locality had gone into this line for some time back. At the time these plans were made, the City of Oswego were using this line for both their sanitary and storm drainage in this area. After the contract was let, and before work was started, we were advised by the city that they were removing their drainage from this line, and putting in a separate sanitary sewer system, and also advised us that this line was owned by the Ladd Estate Company. Their interests at this location are carried under the firm name of the Oregon Iron and Steel Company of Oswego, Oregon. Upon receipt of this information, Mr. Young contacted Paul F. Murphy, president of the company, and received verbal permission from him to put our drainage in this line, and the drainage was handled in this manner on construction of the project.

Some time ago Mr. Simonton, engineer for the Oregon Iron and Steel Company, called Mr. Young, and advised him of a maintenance problem in connection with this sewer line where it crosses under a spur track leading to the Oregon Portland Cement Company. At this location, the 18 inch metal pipe goes through a 6 X 6 box culvert. The pipe at this location is badly deteriorated, and has caused trouble for several years. Mr. Simonton asked us to repair the pipe where it is leaking and causing some difficulty with their grade at this location. Mr. Simonton indicated that the repair work was minor, and estimated it would cost some $25.00 or $30.00. We asked them to put their request in writing, and also made an investigation of the maintenance problem.

Our investigation indicates that the 18 inch steel pipe through the culvert would have to be completely replaced. They have made some repairs by casing a section of the pipe in concrete, and

this would mean that we would have to replace a 12 foot section on one end, and a 21 foot section on the other end, working in cramped quarters and with the need of pouring concrete blocks to make effective junctions. Mr. Strohmeyer has estimated the cost of this work at approximately $400.00, which I believe is a reasonably accurate estimate.

Mr. Young has discussed this matter with Paul F. Murphy, president of the company, who has advised us that if we will take care of this repair, the company is willing to enter into an agreement with the Highway Commission, relieving us from further liability, and granting us permanent use of their line.

I am enclosing herewith letter from the Oregon Iron and Steel Company, dated November 7th, together with copy of a letter from the Oregon Portland Cement Company, under date of November 3rd to themselves, concerning the condition of this line, and reaffirming the permission they had previously given us to use this line. In addition to our drainage, there is sanitary and storm drainage from a service station, which I understand is owned by the Ladd Estate Company, which does flow into this line, and as they have stated in their letter, it is used by them to drain Oswego Lake.

I can see no responsibility the State has for the present condition of this line. As stated above, this has been used by the City of Oswego until recently as a sanitary sewer, as far as we know, without any formal agreement with the Ladd Estate Company, and probably under verbal permission. The cost of handling our drainage in any other manner would be several thousand dollars, and would require running a line clear to the river. I suppose this matter should be referred to the Legal Department to determine what our responsibility is. There is no denial by Mr. Murphy or Mr. Simonton that they granted us permission to use the line.

Will you please advise as to whether an agreement should be worked out with the Oregon Iron and Steel Company, based on us repairing the section of pipe as above defined, and of relieveing us from future liability.

Yours very truly,

A. G. SKEDTON
Division Engineer

AGS:w
Encl.
cc: W. M. Strohmeyer
C. M. Cornett

PAUL S. MURPHY
PRESIDENT

PAUL F. MURPHY
VICE-PRESIDENT

THE OREGON IRON AND STEEL COMPANY
P. O. BOX 505

ADDRESS ALL COMMUNICATIONS TO THE COMPANY

TELEPHONES { ATWATER 2151
OSWEGO 7441

OSWEGO, OREGON

November 7, 1949

Highway Commission
State of Oregon
Salem, Oregon

Gentlemen:

Enclosed you will find a copy of a letter from the Oregon Portland Cement Company. The Oregon Iron and Steel Company gave permission to the Highway Commission to use its old sewer line running under the tracks of the Oregon Portland Cement Company and across their property to the river, for the purpose of carrying off drainage water from all of the State Highway lying South of the Southern Pacific tracks. This sewer line is used entirely for this drainage purpose as the line no longer carries any domestic sewerage; except during October Lakewood Bay is lowered to a depth of twelve feet to allow repairs to walls and boathouses by running the water through this sewer line.

This sewer line, as outlined in the Cement Company letter, is in a very bad state of repair where it passes under the Cement Company railroad tracks. This pipe leaks constantly and is washing out and endangering the railroad fill. It is therefore essential that this be repaired and we request that the Highway Commission take immediate action on this matter.

Very truly yours,

THE OREGON IRON AND STEEL COMPANY

Paul F. Murphy

Paul F. Murphy
President

PFM:aa
encl. 1

C O P Y

OREGON PORTLAND CEMENT CO.

OSWEGO, OREGON

November 3, 1949

The Oregon Iron and Steel Co.
Oswego, Oregon

Gentlemen:

I wish to call to your attention that the pipe line you operate to drain the Lake Bay section of the lake has never been repaired. I am referring to the section running through the culvert under our railroad tracks that has a bad leak.

We understand that the Highway Department has connected their storm drain to this same pipe line. If this is the case, the repair work will have to be done at once as the heavy rains will do damage to our tracks. We will expect an early reply advising just when this repair work will be taken care of.

Yours very truly,

H. R. Shipley (signed)
SUPERINTENDENT

HRS:vr

RECEIVED
JAN 17 1950
FOR FILING

7-49(2)

3185

January 17, 1950

United Pacific Insurance Company
627 Board of Trade Building
Portland 4, Oregon

Attention: Mr. E. T. Lynch

Gentlemen:

This is to acknowledge your letter of January 16 concerning the status of final payment to Perkins Bros. on their Contract 3185 for grading and paving on the Oswego Section of the Oswego Highway in Clackamas County.

This job was completed on October 31 and accepted by the Commission November 8, 1949. The total amount of the contract is $47,491.18 and final payment in the amount of $1372.85 is to be made on or after January 21, 1950.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

UNITED PACIFIC
Insurance Company
HOME OFFICE - TACOMA, WASHINGTON
PORTLAND OFFICE - 627 BOARD OF TRADE BUILDING
PORTLAND 4, OREGON

January 16, 1950

Oregon State Highway Commission
State of Oregon
Salem, Oregon

Subject: Bond #111690 Perkins Bros. Contract No. 3185

Gentlemen:

Your letter dated November 18, 1949 advised it was the intention of the State Highway Commission to make payment to Perkins Bros. on or after November 28, 1949 a portion of the funds retained by the Commission in connection with the captioned contract for grading and paving on the Oswego section of the Oswego Highway in Clackamas County. Your payment was to be in the amount of $5,483.36 and reduced the retained percentage to 3% of the total amount earned by the contractor or the sum of $1,426.34.

It will be appreciated if you will advise the present status of this contract. We assume the work has been entirely completed, but has the remainder of the above mentioned retainage been paid to this contractor? It will be appreciated if you will advise the date of the payment and also the total amount of the contract price on this job.

Thanks very much for your co-operation.

Yours very truly

E. T. Lynch

E. T. Lynch, Manager
Fidelity and Surety Department

ETL:lg

RECEIVED
JAN 17
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 12 1950
FOR FILING

7-49(2)

3185

January 11, 1950

United Pacific Insurance Company
Fidelity and Surety Department
Seattle 14, Washington

Gentlemen:

Please be advised that state highway contract No. 3185 for grading and paving on the Oswego Section of the Oswego Highway, in Clackamas County, has been completed by the contractor, Perkins Bros., and that final payment in the amount of $1,372.85 will be made on or after January 21, 1950.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $47,491.18, of which amount $716.28 represents force account items. This contract was completed on October 31, 1949, and accepted on November 8, 1949.

This notice is sent to you because you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Respectfully yours,

fm

Secretary
OREGON STATE HIGHWAY COMMISSION

cc - Durham & Bates
901 S. W. Washington
Portland 5, Oregon

NOTED ON CARD
1-11-50 CJF

RECEIVED
NOV 22 1949
FOR FILING

7-47 (2)
3185

November 22, 1949

Perkins Bros.
8535 S. E. Stark St.
Portland, Oregon

Gentlemen:

The State Highway Commission, at its meeting on November 8, 1949, had under discussion your request for an extension of time of 30 days, from September 30 to October 31, 1949, within which to complete your contract No. 1185 covering the Oswego Section of the Oswego Highway in Clackamas County.

I am pleased to inform you that the Highway Commission granted your request without penalty; however, I was instructed to inform you that the Commission, in arriving at its decision, considered but did not necessarily adopt either the recommendation of the Engineer or the reasons given by you for failure to complete the project within the specified time.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc - A. G. Shelton
Division Engineer

N. O. Smith

NOTED ON CARD
11-22-49 gl

RECEIVED
NOV 21 1949
FOR FILING

7-47 (2)

3185

November 18, 1949

United Pacific Insurance Co.
Fidelity and Surety Dept.
Seattle 14, Wash.

Gentlemen:

You are advised of the intention of the State Highway Commission to release to Perkins Bros. a portion of the funds that heretofore have been retained by the Commission, in connection with contract No. 3185 for grading and paving on the Oswego Section of the Oswego Highway in Clackamas County. This payment, which is in the amount of $5,483.36, reduces the retained percentage to 3% of the total amount earned by contractor, or the sum of $1,426.34. The present payment to the contractor will be made on or after November 28, 1949.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is sent to you because you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD
11-18-49 gl

Durham & Bates

RECEIVED
NOV - 3 1949
FOR FILING

7-49(2.)

3185

November 1, 1949

Mr. T. M. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

This is to advise you that work was completed on October 31, 1949 on Contract No. 3185, Cowaco Section, in connection with Federal Aid Project No. F-49 (2).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

R. C. Williams
Asst. State Highway Engineer

cc: John Cattanach

HBPond

Form R-1—SM—1-48

47-49(w)

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Nov. 5, 1949

Section Oswego

Highway Oswego

Contractor Perkins Brothers

Date of Contract June 28, 1949

Date work started July 1, 1949

Amount of contract $49,366.20

Kind of work Grading and Paving

Section prefix 5 -1052

Contract number 5185

Date of completion Sept. 30 extended to Oct. 31, 1949

Estimated date of completion Oct. 31, 1949

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $47,400.00

Per cent of contract completed, based on total contract price 96 %

Engineering cost to date $4,453.47, 150 %

Date project was completed Oct. 31, 1949

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The Contractor finished wood Stairway on monday which completed job.

NOTED
H. W. LIBBY

Signed Clay M. Cornett

Address Portland Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week. retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.45	0.45			0.45
Miles partially completed					
Miles completed	0.45	0.45			0.45
Total estimated quantities	2,100 C.Y.	2,200 C.Y.			1,600 tons
Estimated quantities moved or placed to date	2,249 C.Y.	2,078 C.Y.			1,809 tons
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	2				

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheep-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

RECEIVED
NOV - 8 1949
OFFICE OF
CONSTRUCTION ENGINEER

RECEIVED
NOV - 1 1949
FOR FILING

F-49(2)
3185

October 31, 1949

Request for extension of time
No. 9
November 7 and 8 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from Parkland Brothers for an extension of time on Contract No. 3185, Gorge Section of the Cascade Highway, from September 30, 1949 to October 31, 1949.

The contractor started work on this project immediately after the award, but, because of the installation of a storm sewer in this area by the City of Gorge, it was necessary to hold up the construction of the retaining wall which had to be built before the remainder of the project could be completed.

For this reason I recommend the extension without penalty. Mr. T. H. Davis of the Bureau of Public Roads concurs in this recommendation.

Very truly yours,

A. E. Baldock
State Highway Engineer

Encl.
cc Mr. W. C. Williams
Mr. H. G. Smith

hi

RECEIVED
OCT 4 1949
FOR FILING

7-49(2)
3185

October 3, 1949

Mr. T. H. Boyle
Division Engineer
Bureau of Public Roads
Post Office Box 5900
Portland 6, Oregon

Dear Sir:

Will you kindly concur in an extension of time on Contract No. 3185, Savage Section of the Savage Highway, Ore. 2-A(2) from September 20, 1949 to October 31, 1949 to Perkins Brothers, Contractors.

The contractors started work on this project immediately after the award but because of the installation of a storm sewer by the City of Savage, it was necessary to hold up construction of the retaining wall until proper compaction and backfilling could be done.

For this reason I would recommend the extension without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

By:

W. C. Williams
Assistant State Highway Engineer

cc: E. G. Smith

RECEIVED
DEC 13 1949
FOR FILING

MONTANA
OREGON
IDAHO
WASHINGTON

BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF COMMERCE
[redacted]
DIVISION EIGHT

October 4, 1949

P. O. BOX 3900
PORTLAND 8, OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon F-49(2)
Oswego Section of the
Oswego Highway

Dear Sir:

Enclosed herewith for your files is an executed copy of the project agreement for the above project.

Very truly yours,

W. H. LYNCH
Division Engineer

By: L. J. Caufield
L. J. Caufield
Principal Highway Engineer

Encl.

RECEIVED
OCT [illegible] 1949
OREGON
STATE HIGHWAY COMMISSION

Ston

Form PR 2 (Revised 1946)

7768

State Oregon

Federal Aid [illegible] Project No. F-49(2)

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 21 day of September, 1949,

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 21st day of May, 1947, a program, which was approved on the 2nd day of July, 1947, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 3rd day of June, 1949; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of thirty-one thousand five hundred and 00/100

dollars ($ 31,500.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

GPO 16—11370-8

Form PR 2 (Revised 1946)

O 7768

State Oregon

Federal Aid Project No. F-[illegible](2)

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 21 day of September, 19 49,

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 21st day of May, 1947, a program, which was approved on the 2nd day of July, 1947, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 3rd day of June, 1949; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of thirty-one thousand five hundred and 00/100

dollars ($ 31,500.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

GPO 16—11879-8

(- FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1929; Chapter 529, Laws 1939
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 269+52 near Leonard Street and survey station 295+57.1 near "C" Avenue all on State Street in Oswego, without exception

, length 0.451 miles, in Clackamas County,

being Oregon Federal Aid project No. F-49(2), consisting of 0.451 miles of roadway and 2 bridges, of more than 20 feet clear span,

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

16—11370-2

(b) Whenever in this contract or in any document made a part thereof the terms "Public Roads Administration", "Federal Works Agency", "Federal Works Administrator", "General Services Administration", or "Administrator of General Services" appear, they shall include or have reference to "Bureau of Public Roads" or the "Department of Commerce" or the "Secretary of Commerce", as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of thirty-one thousand five hundred and 00/100 dollars ($31,500.00), which does not exceed the authorized Federal pro rata share of fifty-four thousand three hundred ten and 62/100 dollars ($54,310.62), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

Attest

SECRETARY

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By

Acting *Division Engineer,*
Public Roads Administration.

U. S. GOVERNMENT PRINTING OFFICE 16—11379-2

RECEIVED
SEP 26 1939
OREGON DISTRICT

RECEIVED
DEC 13 1949
FOR FILING

August 16, 1949

Mr. T. H. Davis
District Engineer
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate as basis for project agreement for the Oswego Section, Project No. F-49 (2).

The programmed amount of Federal funds is $16,000.00, but due to increase in cost of the project, we are enclosing one copy of form PR-9 requesting this amount be increased to reflect more nearly the permissible Federal-aid share of the actual cost or $31,500.00.

Accordingly the enclosed copies of estimate have been prepared to conform with this request.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

M. C. Williams
Assistant State Highway Engineer

JMH/ps

Encl.

Oregon State Highway Department — Federal Aid Project No. F-49 (2)

OSWEGO SECTION OF THE OSWEGO HIGHWAY IN CLACKAMAS COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 11, 1939

Proj Code 9672

Roadway (Sta. 269+52 to 293+37.1)

140	sq. yds.	Removal of Walks and Driveways	$ 0.90	$ 126.00
160	lin. ft.	Removal of Curbs	0.50	80.00
1,300	cu. yds.	Structural Excavation, Unclassified	1.80	2,340.00
2,100	cu. yds.	General Excavation, Unclassified	1.30	2,730.00
3,650	yd. stas.	Short Overhaul	0.02	73.00
12	C-yd. stas.	Long Overhaul	0.60	7.20
720	lin. ft.	8" Sewer Pipe	1.15	828.00
10	lin. ft.	12" Sewer Pipe	2.00	20.00
20	lin. ft.	Extra for Installing Pipe Under Pavement	4.00	80.00
2	only	Type "B" Manholes	200.00	400.00
6	only	Concrete Inlets	50.00	300.00
4	only	Adjustment of Manholes	40.00	160.00
120	cu. yds.	Concrete Curbs	44.00	5,280.00
40	sq. yds.	Concrete Driveways	4.00	160.00
24	sq. yds.	Concrete Walks	3.00	72.00
260	cu. yds.	Class "A" Concrete in Retaining Walls	46.00	11,960.00
50,000	lbs.	Metal Reinforcement	0.10	5,000.00
0.6	M-FBM	Wood Stairway	450.00	270.00
400	lin. ft.	3½-foot Metal Guard Fence	2.00	3,800.00
1,900	cu. yds.	2½" - 0" Material in Base	2.50	4,750.00
300	cu. yds.	3/4" - 0" Material in Base and Shoulders	3.50	1,050.00
60	M-gal.	Sprinkling	4.00	240.00
1,600	tons	Class "E" Asphaltic Concrete	7.90	12,640.00
			Subtotal	$49,366.20
			10% Engr. & Cont.	4,936.62
			Total	$54,302.62
		Length	0.451 mile	
		Cost per mile	$120,404.92	

Federal Aid Funds- - - -

May 24, 1949

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate, four copies of right of way statement and one copy of form PR-9 to accompany plans and specifications for the Oswego Section, Project No. F-49 (2).

Six bid proposals and one set of full size plans are being sent under separate cover.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW/rs

Encl.

Oregon State Highway Department — Federal Aid Project No. F-49 (2)

[redacted] SECTION OF THE

[redacted] HIGHWAY IN CLACKAMAS COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, May 24, 1949

Type Code 2672

Roadway (Sta. 269+52 to 293+37.1)

140	sq. yds.	Removal of Walks and Driveways	$ 0.75	$ 105.00
160	lin. ft.	Removal of Curbs	0.40	64.00
1,300	cu. yds.	Structural Excavation, Unclassified	3.00	3,900.00
2,100	cu. yds.	General Excavation, Unclassified	1.25	2,625.00
3,650	yd. stas.	Short Overhaul	0.02	73.00
12	C-yd. stas.	Long Overhaul	0.50	6.00
720	lin. ft.	8" Sewer Pipe	1.00	720.00
10	lin. ft.	12" Sewer Pipe	2.00	20.00
20	lin. ft.	Extra for Installing Pipe Under Pavement	2.00	40.00
2	only	Type "B" Manholes	200.00	400.00
6	only	Concrete Inlets	50.00	300.00
4	only	Adjustment of Manholes	35.00	140.00
120	cu. yds.	Concrete Curbs	50.00	6,000.00
40	sq. yds.	Concrete Driveways	3.50	140.00
24	sq. yds.	Concrete Walks	3.00	72.00
260	cu. yds.	Class "A" Concrete in Retaining Walls	50.00	13,000.00
50,000	lbs.	Metal Reinforcement	0.12	6,000.00
0.6	M-FBM	Wood Stairway	300.00	180.00
400	lin. ft.	3½-foot Metal Guard Fence	4.00	1,600.00
1,900	cu. yds.	2½" - 0" Material in Base	3.00	5,700.00
300	cu. yds.	3/4" - 0" Material in Base and Shoulders	3.50	1,050.00
60	M-gals.	Sprinkling	3.00	180.00
1,600	tons	Class "B" Asphaltic Concrete	9.00	14,400.00
			Subtotal	$56,715.00
			10% Engr. & Cont.	5,671.50
			Total	$62,386.50
		Length	0.451 mile	
		Cost per mile	$138,329.26	

Federal Aid Funds	$16,000.00
State Funds	46,386.50
	$62,386.50

DESIGN SECTION

PROJECT NO. F-49 (2)

All necessary rights of way or rights of entry have been acquired for this project.

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

May 24, 1949

PR-9

PUBLIC ROADS ADMINISTRATION

COMMISSIONER:
ATTENTION--PROGRAM SECTION

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE

May 24, 1949
(Date)

The following major program change of the individual project is requested:

Oregon (State) | Postwar Federal Aid Primary Highway Program (Previous Program) | (Date of Approval)

COUNTY Clackamas

FA or FAS Route No. FA 3

	Item No.	Project No.	Termini	Project Cost: Class of Work	Total Cost	Federal Funds	State Funds	Length Miles	Character of Proposed Work
Item as Now Programmed	6	F-49 (2)	"B" Ave. in Oswego to 0.2 mi. So. R.R. Xing	Survey-Plans					
				Right-of-Way					
				Construction	28,000	16,000	12,000		Gr., Dr., widen to 4-lane high type pavement
				Total	28,000	16,000	12,000	0.430	
Requested Revision	6	F-49(2)	"C" Ave. in Oswego to 0.2 mi. So. R.R. Xing	Survey-Plans					
				Right-of-Way					
				Construction	62,386	16,000	46,386		Same
				Total	62,386	16,000	46,386	0.451	

Program Balance subsequent to approval of this and previously recommended change is: $_____

Reason for Change: Taper connections at ends resulted in a slight increase in length. Program estimate did not anticipate construction of retaining wall which represents most of increase in cost.

Recommended for approval _____ (District Engineer) _____ (date)

Recommended: _____ (Division Engineer) _____ (date)

Approved: _____ (Acting Commissioner) _____ (date)

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

OREGON DISTRICT

P. O. BOX 3900
PORTLAND 8, OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Project No. F-49(2), Oswego Section of the Oswego Highway, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Concurrence in award will be withheld pending approval of program change increasing the total estimated cost.

Copies of resolution regarding encroachment should be obtained.

Very truly yours,

T. M. DAVIS
District Engineer

RECEIVED
JUN -6 1940
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Project No. F-49(2), Oswego Section of the Oswego Highway, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Concurrence in award will be withheld pending approval of program change increasing the total estimated cost.

Copies of resolution regarding encroachment should be obtained.

Very truly yours,

T. H. DAVIS
District Engineer

PR-9

PUBLIC ROADS ADMINISTRATION

COMMISSIONER:
ATTENTION--PROGRAM SECTION

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE

August 16, 1949
(Date)

The following major program change of the individual project is requested:

Oregon (State) — P. W. Federal Aid Primary Highway Program (Previous Program) — (Date of Approval)

COUNTY Clackamas Sees — FA or FAS Route No. _____

	Item No.	Project No.	Termini	Project Cost: Class of Work	Total Cost	Federal Funds	State Funds	Length Miles	Character of Proposed Work
Item as Now Programmed	6	F-49(2)	"C" Ave. in Oswego to 0.2 mi. So. R.R. Crossing	Survey-Plans					Gr., Dr., widen to 4-lane high-type pavement
				Right-of-Way					
				Construction	$62,386	$16,000	$46,386		
				Total	$62,386	$16,000	$46,386	0.451	
Requested Revision	6	F-49(2)	Same	Survey-Plans					Same
				Right-of-Way					
				Construction	$54,302	$31,500	$22,802		
				Total	$54,302	$31,500	$22,802	0.451	

Program Balance subsequent to approval of this and previously recommended change is: $_____

Reason for Change: Increase Federal funds to reflect more nearly the permissible Federal-aid share

Recommended for approval _____ District Engineer _____ (date)

Recommended: _____ Division Engineer _____ (date)

Approved: _____ Acting Commissioner _____ (date)

RECEIVED
AUG 3 1949
FOR FILING

7-49(2)

3185

August 3, 1949

Perkins Bros.
8535 S.E. Stark Street
Portland, Oregon

Gentlemen:

We enclose herewith, a fully executed copy of contract No. 3185, which was awarded to you on June 28, 1949 by the State Highway Commission, covering grading and paving in the Oswego Section on the Oswego Highway in Clackamas County. This copy is for your records and files.

An executed copy of the above contract is being sent to the surety on your bond.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rm
encl. 1

RECEIVED
JUL 14 1940
FOR FILING

F-49(2)

3185

July 13, 1940

Mr. T. H. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

This is to advise you that work was started on July 1, 1940 on Contract No. 3185, Oswego Section in connection with Federal Aid Project No. F-49 (2).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

HEP:ew

RECEIVED
JUL 8 1949
FOR FILING

7-49(2)
3185

July 7, 1949

E.J. Dale, City Recorder
City Hall
Oswego, Oregon

Dear Sir:

Enclosed herewith, for the City's records and files is an executed copy of an agreement between the State of Oregon, by and through its State Highway Commission and the City of Oswego, for widening city street to permit parallel parking.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rm
encl.

RECEIVED
JUL 8 1949
FOR FILING

7-49(2)

3185

Salem, Oregon
July 7, 1949

Mr. R.M. Baldock

I hand you herewith, for further handling, four fully executed copies of an agreement with the City of Oswego re widening city street to permit parallel parking.

The original of this agreement has been retained in this office for the Commission's files and one fully executed copy has been mailed to the City of Oswego.

Secretary

rn
Attach: 4

JUL 8 1949
FOR FILING

Salem, Oregon
July 7, 1949

Mr. S. H. Probert
Office

Attached is an executed copy of an agreement with the City of Oswego re-widening city street to permit parallel parking.

The original of this agreement has been retained in Mr. Glaisyer's office for the Commission's files and one executed copy has been mailed to the City of Oswego.

L. H. Warfield
Staff Engineer

LHW/gd
cc: S. H. Probert
K. A. Collier (2)
F. B. Crandall

FORM E-90 10M 10-48 20007

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 7, 1949

SUBJECT:

To: Mr. R.H. Baldock

I hand you herewith, for further handling, four fully executed copies of an agreement with the City of Oswego re wideining city street to permit parallel parking.

The original of this agreement has been retained in this office for the Commission's files and one fully executed copy has been mailed to the City of Oswego.

Secretary

rm
attach: 4

1 Probert
2 Collier
1 Crandall

RECEIVED
JUN 29 1949
FOR FILING
7-49(2)
3185

June 29, 1949

Perkins Brothers
8535 S. E Stark Street
Portland 16, Oregon

Gentlemen:

The State Highway Commission on June 28, 1949, awarded you the contract for grading and paving on the Oswego Section of the Oswego Highway, in Clackamas County. This award was based on your low bid of $49,366.20 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

cc

cc - Mr. S. H. Probert

RECEIVED
DEC 13 1949
FOR FILING

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
A. W. SCHAUPP, MEMBER
KLAMATH FALLS
BEN. R. CHANDLER, MEMBER
COOS BAY

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

June 30, 1949

Mr. T. H. Davis, District Engineer
Public Roads Administration
P.O. Box 3900
Portland 8, Oregon

Dear Sir:

Enclosed are four copies of an encroachment resolution adopted by the City of Oswego in connection with Federal Aid Project No. F-49(2) (Oswego Section of the Oswego Highway) in the City of Oswego.

As the grade was not changed, no grade resolution is required.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

J. W. Cattrall, EN.

John W. Cattrall
Acting Engineer,
County and City Relations

JWC:MH
Encl.
cc: Mr. J. W. Nash

RECEIVED
DEC 13 19[illegible]
FOR FILING

OREGON DISTRICT

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

June 28, 1949

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence as of this date in award of contract on Oregon Project No. F-49(2), Oswego Section of the Oswego Highway, to Perkins Bros., Portland, Oregon, who submitted the low bid.

Very truly yours,

T. M. DAVIS
District Engineer

RECEIVED
JUN 30 1949
OREGON
STATE HIGHWAY COMMISSION

VED
FILING
AP 49

Title

March 9, 1949

Original referred to Mr. Probert 3-10-49 by WCW

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The sketch map for Oregon Project FAP 1(8 (Revised), Portland-Oregon City section of the Oswego Highway in Clackamas and Multnomah Counties, is approved today. Our approval is subject to the condition that the railroad grade crossings within the limits of the project shall be eliminated or adequately protected in accordance with General Administrative Memorandum No. 63 when improvements are undertaken at the locations of the crossings.

Very truly yours,

W. H. LYNCH
Division Engineer

4-4213 Mail Creek Section of the Sunset Highway 1949

F186

RECEIVED
FEB 9 1950
FOR FILING

4-4213

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Feb. 6, 1950

SUBJECT: Request for release of warrants on final estimates.

To: Mr. H. B. Glaisyer
O-f-f-i-c-e

	Vou. #	Cont. #	Est. #	Name	Am't.	Wt. #	Note
1.	843	3186	2 & 3-final	Loyd Calkins Co.	565.68	368125	
2.							
3.							
4.							
5.							
6.							
7.							
8.							
9.							
10.							
11.							
12.							

Accepted _____

Time extensions _____

Claims _____

Remarks:

ACCOUNTING DIVISION

By _____
Bookkeeping Dept.

Approved _____
Secretary

Warrant mailed FEB 8 1950 1950

2-8-50, gf

FORM S-00 3001 5-48 30204

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Feb. 6, 1950

SUBJECT: Request for release of warrants on final estimates.

To: Mr. H. B. Glaisyer
C-f-f-i-c-e

	Vou. #	Cont. #	Est. #	Name	Am't.	Wt. #	Note
1.	843	3186	2 & 3-final	Loyd Calkins Co.	565.68	368125	
2.							
3.							

4. Completed NOV. 10, 1949

5. Accepted Dec. 19, 1949

6. Time extensions Extended to Nov. 15, 1949 without penalty

7. Claims None of record

8.

Remarks:

9. OK & rel warrant invoiced

10.

11.

12.

ACCOUNTING DIVISION

By _____
Bookkeeping Dept.

Approved _____
Secretary

Warrant mailed _____ 1950

RECEIVED
JAN 12 1950
FOR FILING

4-4213

3186

January 11, 1950

Continental Casualty Co.
310 S. Michigan Avenue
Chicago 4, Illinois

Gentlemen:

Please be advised that State Highway Contract No. 3186 for grading, surfacing and sectional plate culvert on the Nail Creek Section of the Sunset Highway in Clatsop County, has been completed by the contractor, Loyd Calkins and Co., and that final payment in the amount of $565.68 will be made on or after January 21, 1950.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $13,761.30 and that no force account work was performed on the project. This contract was completed on November 10, 1949 and accepted on December 19, 1949.

This notice is sent to you because you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Respectfully yours,

fm

Secretary
OREGON STATE HIGHWAY COMMISSION

cc - Durham & Bates
901 S. W. Washington
Portland 5, Oregon

NOTED ON CARD
1-11-50 jgl

4-4213
3186

RECEIVED
JAN 13 1950
FOR FILING

R. H Baldock

January 7th, 1950

Contract #3186
Mail Creek Section

FINAL COST ANALYSIS
Sectional Plate Culvert
Loyd Calkins & Co., Contractors
L. D. Mars, Resident Engineer

Prefix 4-4213
Sunset Highway

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Struct. Excavation	201.25	Cu. Yd.	$2.00	$0.62	$123.90	$402.50
Gen'l. "	447.8	" "	1.00	0.52	233.75	447.80
Embankment in Place	5,801.5	" "	0.90	0.88	5,092.24	5,221.35
Riprap in Place	42.66	" "	5.00	5.30	226.06	213.30
108" Sectional Plate Culvert	110	Lin. Ft.	46.00	45.25	4,977.47	5,060.00
Provision for Traffic & Removal of Old Bridge	All				421.29	1,500.00
Quarry Run Rock in Subbase	310.9	Cu. Yd.	1.50	1.04	323.89	466.35
3/4"-0" Mat'l. in Base	90.0	" "	5.00	3.56	320.45	450.00
					$11,719.05	$13,761.30

Gross Revenue	$13,761.30
Total Cost	11,719.05
Net Profit	$ 2,042.25

Net Profit Equals 14.8% of Gross Revenue

Mail Creek Section

Detail of Cost

Labor:

Supervision	$625.00	
Labor	3,321.43	
State Industrial Accident Insurance	141.16	
Unemployment Insurance	66.43	
Social Security	33.21	
		$4,187.23

Materials:

108" Sectional Plate Culvert Pipe	110 lin. ft. at $33.25	$3,657.50	
3/4"-0" Cr. Gravel	90 cu. yd. " 2.00	180.00	
			3,837.50

Equipment Rental & Miscellaneous Expense:

Equipment Rental, Owned	$1,326.00	
Hired Truck, Including Operator	535.00	
Gas, Oil & Grease	663.04	
Lumber	69.45	
Misc. Supplies & Small Tools	136.72	
P.U.C.'s	97.20	
Public Liability & Property Damage	49.82	
Move In, Freight & Cartage	284.61	
Home Office & General Overhead	415.59	
Bond	116.89	
		3,694.32

T o t a l C o s t $11,719.05

Mail Creek Section

Breakdown of Embankment in Place

	Cost	Quantity	Unit	Unit Cost
Load in Quarry	$864.81	5,801.5	Cu. Yd.	$0.149
Haul to Fill (Av. 2.7 Mi.)	2,394.06	"	" "	0.413
Handle on Fill	860.38	"	" "	0.148
Supervision, Bond and Proratable Expense	972.99	"	" "	0.170
	$5,092.22	5,801.5	Cu. Yd.	$0.880

Loose rock loaded in Bjortland quarry with a 10-B 3/8-yard shovel. Hauled on level oiled road a distance of 2.7 miles at an average of $0.153 per yd. mi. TD-7 and dozer on fill. Traffic control covered by a separate item. Average production 40 cubic yards per hour, measured in fill.

Mail Creek Section

Remarks:

This contract, which required the replacing of a wooden bridge with a sectional plate culvert and a borrow fill, was bid on June 28th, 1949. The contractor started the work on September 27th, and completed the project on November 10th, 1949.

The excavation consisted of sand and gravel from a small channel change and from the site of the sectional pipe. A small cat and dozer and a 3/8-yard shovel were used for this work and no hauling equipment was needed. The excavation items show a very good profit.

Placing the sectional pipe required 7 days with a 7-man crew. The plates were lowered into place with the small shovel and nuts were tightened with a pneumatic wrench. The strutting was removed from the culvert when the water was at a high level, which increased the cost.

The old bridge was pulled down in a day's time by the pipe crew aided by the small cat and the 3/8-yard shovel. The bridge material was then burned at the site. One flagman handled the traffic during the placing of the culvert and the construction of the embankment.

The small shovel loaded the embankment material from loose rock in the Bjortland quarry, and it was hauled 2.7 miles to the fill in four 5-yard trucks. The TD-7 cat and dozer was used for spreading and compacting on the fill. Production based on the compacted measure in the embankment averaged only 40 cu. yds. per hour.

The job shows a good profit, which was derived mainly from the excavation, bridge removal and surfacing items. Only light equipment was required for the work, which kept rental and move in items at a low cost.

E. H. Clymer
Cost Analyst

By . . V. R. Jones

Form E-1—634—11-48

15 403.30

403.30

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending December 3, 1949

Section Mail Creek — Kind of work Grad. Surf. & Sec. Plate Culvert

Highway Sunset — Section prefix 4-4213

Contractor Loyd Calkins and Company — Contract number 3186

Date of contract June 28, 1949 — Date of completion August 15, 1949

Date work started September 27, 1949 — Estimated date of completion November 10, 1949

Amount of contract . . . . . $ 15,585.00 — Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 16,520.40

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date $ 1280.00, 134.3 % — Date project was completed November 10, 1949

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The final estimate was mailed to Salem on Thursday.

The total cost was under the estimate by $2070 or 11 percent. This was due mainly to an error in setting up the embankment yardage. We had figured the embankment as 5800 cu. yds. and allowed 20% for compaction making a total of 6960 which we called 7000 of borrow. The pay item was made embankment in place which should have been 5800 cu. yds..

Mr. Eason was over the job on Tuesday and said it looked very good.

NOTED
H. W. LIBBY

RECEIVED
DEC - 5 1949
DIVISION ENGINEER
DIVISION NO 2

NOTED
E. M. [illegible]

Signed L. D. Mare.

Address Nehalem

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed	100				
Miles completed	100% 0 cu yd	[illegible]			
Total estimated quantities	7700 cu yd	100 cu yd			
Estimated quantities moved or placed to date	5801 cu yd	90 cu yd			
Average daily quantities	******	******			
Average daily quantities necessary to complete project on time					
Number shifts per day	0				
Hours per shift	0				
Average force on project for week	0				

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheep-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Cloudy		
Tuesday	Rain		
Wednesday	Rain		
Thursday	Rain		
Friday	Rain		
Saturday			

State Printing Dept. 26750

RECEIVED
NOV 22 1949
FOR FILING

4-4213

3186

November 22, 1949

Loyd Calkins and Company
Crescent Lake,
Oregon.

Gentlemen:

The State Highway Commission, at its meeting on November 8, 1949, had under discussion your request for an extension of time of 90 days, from August 15 to November 15, 1949, within which to complete your contract No. 3186 covering the Wall Creek Section of the Sunset Highway in Clatsop County.

I am pleased to inform you that the Highway Commission granted your request without penalty; however, I was instructed to inform you that the Commission, in arriving at its decision, considered but did not necessarily adopt either the recommendation of the Engineer or the reasons given by you for failure to complete the project within the specified time.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc - F. D. Rosen
Division Engineer

H. O. Smith

NOTED ON CARD
11-22-49, gl

RECEIVED
NOV - 1 1949
FOR FILING

4-4213

3186

October 31, 1949

Request for extension of time
No. 8
November 7 and 8 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a copy of a request from Loyd Calkins & Company for an extension of time on Contract No. 3186, Hall Creek Section of the Sunset Highway, from August 15, 1949 to November 15, 1949.

This contract involved the installing of a special sectional plate culvert under the highway and, because of the failure of the pipe company to make delivery, the contractor was unable to proceed with the work.

It is recommended that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.
cc Mr. W. C. Williams
Mr. H. G. Smith

hi

RECEIVED
AUG 4 1949
FOR FILING
3186
4-4213

August 4, 1949

Loyd Calkins and Co.
Oceanlake
Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3186 which was awarded to you on June 28, 1949 by the State Highway Commission, covering grading, surfacing and sectional plate culvert on the Nail Creek Section of the Sunset Highway in Clatsop County.

An executed copy of the above contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

el
encl. 1

RECEIVED
JUN 29 1949
FOR FILING

4-4213

5186

June 29, 1949

Loyd Calkins and Company
Ocean Lake
Oregon

Gentlemen:

The State Highway Commission on June 28, 1949, awarded you the contract for grading and replacement of a bridge on the Nail Creek Section of the Sunset Highway, in Clatsop County. This award was based on your low bid of $15,585 submitted on that date.

Contract forms will be sent to you for execution within a few days

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

cc

cc - Mr. S. H. Probert

310-1704 Drain & Yoncalla Grading & Oil Mat Surfacing 1949

#3187

RECEIVED
JAN 30 1950
FOR FILING

310-1704

3187

Files JAN 25 1950

Vou. 49

~~ACME CONSTRUCTION CO.~~
(Contractor)

Contract No. ~~3187~~ Est.No. ~~3-Final~~

Warrant No. 367042 Date 1/23/50

Amt. $750.00

The above warrant in payment of FINAL ESTIMATE on above contract has been received and will be held by the Accounting Division until authority to release is received.

Accepted Yes, 11-8-49

Time Extensions To 9-30-49, w/o penalty

Claims None

Remarks:

1-30-50 gl

Date: 1-26-50

Release of the above warrant is hereby authorized.

W. E. Creamer Jr

Warrant mailed, (date) _____

RECEIVED
JAN 30 1950
FOR FILING

310-1704

3187

JAN 25 1950

Ven. 49

[redacted] CONSTRUCTION CO.
(Contractor)

Contract No. 3187 Est.No. 3-final

Warrant No. 367042 Date 1/23/50

Amt. $750.00
The above warrant in payment of FINAL ESTIMATE on above contract has been received and will be held by the Accounting Division until authority to release is received.

Accepted _____

Time Extensions _____

Claims _____

Remarks:

Attention:
A. Boyd Zwiep

Later: _____

Release of the above warrant is hereby authorized.

_____

Warrant mailed, (date) JAN 31 1950 _____

Mick

RECEIVED
NOV 22 1949
FOR FILING

310-1704

3187

November 22, 1949

Acme Construction Co.
733 Olive St.
Eugene, Oregon

Gentlemen:

The State Highway Commission, at its meeting on November 8, 1949, had under discussion your request for an extension of time of 15 days, from September 15 to September 30, 1949, within which to complete your contract No.3187 covering the Drain and Yoncalla City Streets Section in Douglas County.

I am pleased to inform you that the Commission granted your request without penalty. However, I was instructed to inform you that the Commission, in arriving at its decision, considered but did not necessarily adopt either the recommendation of the Engineer or the reasons given by you for failure to complete the project within the specified time.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

kl

cc: K. D. Lytle,
Division Engineer

H. G. Smith

NOTED ON CARD
11-22-49 gl

RECEIVED
NOV 17 19[illegible]
FOR FILING

310-1704

3187

November 16, 1949

American Casualty Company
607 Washington St.
Reading, Penn.

Gentlemen:

Please be advised that State Highway Contract No. 3187, for work on the Drain and Yoncalla Section in Douglas County, has been completed by the contractor, Acme Construction Co., and that final payment in the amount of $750.00 will be made on or after November 26, 1949.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $15,591.08, and that no force account work was performed on the project. This contract was completed on September 28 and accepted by the Commission on November 8, 1949.

This notice is sent to you because you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Durham & Bates
901 S. W. Washington
Portland 5, Oregon

NOTED ON CARD

11-16-49 gl

RECEIVED
NOV - 1 1949
FOR FILING

310-1704
3187

October 31, 1949

Request for extension of time
No. 13
November 7 and 8 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from the Acme Construction Company for an extension of time on Contract No. 3187, Brain and Yamhill City Streets, from September 15, 1949 to September 30, 1949.

The contractor on this project was required to secure his mineral aggregate from a private quarry, and delivery from that source was not made in sufficient time to permit the contractor to finish within the required time limit. There was no delay to the traveling public and very little increase in engineering cost. I would recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.
cc Mr. W. C. Williams
Mr. H. G. Smith

RECEIVED
OCT 18 1949
FOR FILING

310-1704

3187

October 18, 1949

American Casualty Company
607 Washington St.
Reading, Pa.

Gentlemen:

You are advised of the intention of the State Highway Commission to make semi-final payment to Acme Construction Co., on contract No. 3187, covering the Drain and Yoncalla Section in Douglas County. This payment, in the amount of $5,996.33, will be made on or after October 28, 1949. The retained percentage is $750.00.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Durham & Bates
901 S. W. Washington
Portland 5, Oregon

NOTED ON CARD
11-18-49 jk

Form E-1—SM—11-48

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 15, 19 49

Section Drain & Yoncalla

Highway City Streets

Contractor Acme Construction Company

Date of contract June 28, 1949, 19

Date work started August 15, 19 49

Amount of contract . . . . . $ 16,455.50

Kind of work Grade & Bit. Macadam Surf.

Section prefix 310-1704

Contract number 3187

Date of completion September 15, 19 49

Estimated date of completion , 19

Per cent of time elapsed Overrun %

Estimated cost of completed project, exclusive of engineering . . . . . $ 15,591.08

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date $ 1120.33, 6.8%

Date project was completed September 28, 1949

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi-final estimate was turned in to the Division Office Wednesday Oct. 12.

RECEIVED
OCT 17 1949
STATE HIGHWAY ENGINEER

E. M.

Signed R. O. Tredway

Address Roseburg, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheep-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
OCT 18 1949
OFFICE OF
CONSTRUCTION ENGINEER

State Printing Dept. 26750

RECEIVED
AUG 3 1949
FOR FILING

310-40004

3187

August 3, 1949

Acme Construction Co.
733 Olive St.
Eugene, Oregon

Gentlemen:

We enclose herewith, a fully executed copy of contract No. 3187, which was awarded to you on June 28, 1949 by the State Highway Commission, covering Grading and Bituminous Macadam Surfacing in Drain and Yoncalla, in Douglas County. This copy is for your records and files.

An executed copy of the above contract is being sent to the surety on your bond.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
encl. 1

June 29, 1949

Mr. Delmar Wilson
City Recorder
Drain, Oregon

Dear Sir:

On June 28, the Highway Commission awarded a contract to Acme Construction Company of Eugene for the "B" Street project in the City of Drain. This contract provides that the work shall be completed not later than September 15, 1949.

Enclosed please find a copy of a description of the center line finished grade and a 'Plan and Profile Map' with the elevations shown in orange. This description may be incorporated into an ordinance or resolution, whichever the City Charter may provide, establishing the new grades as provided in paragraph 8 of the agreement dated February 10, 1949.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Acting Engineer,
County and City Relations

JWC:MH
Encl.

NOTED
Harold C. Ayers

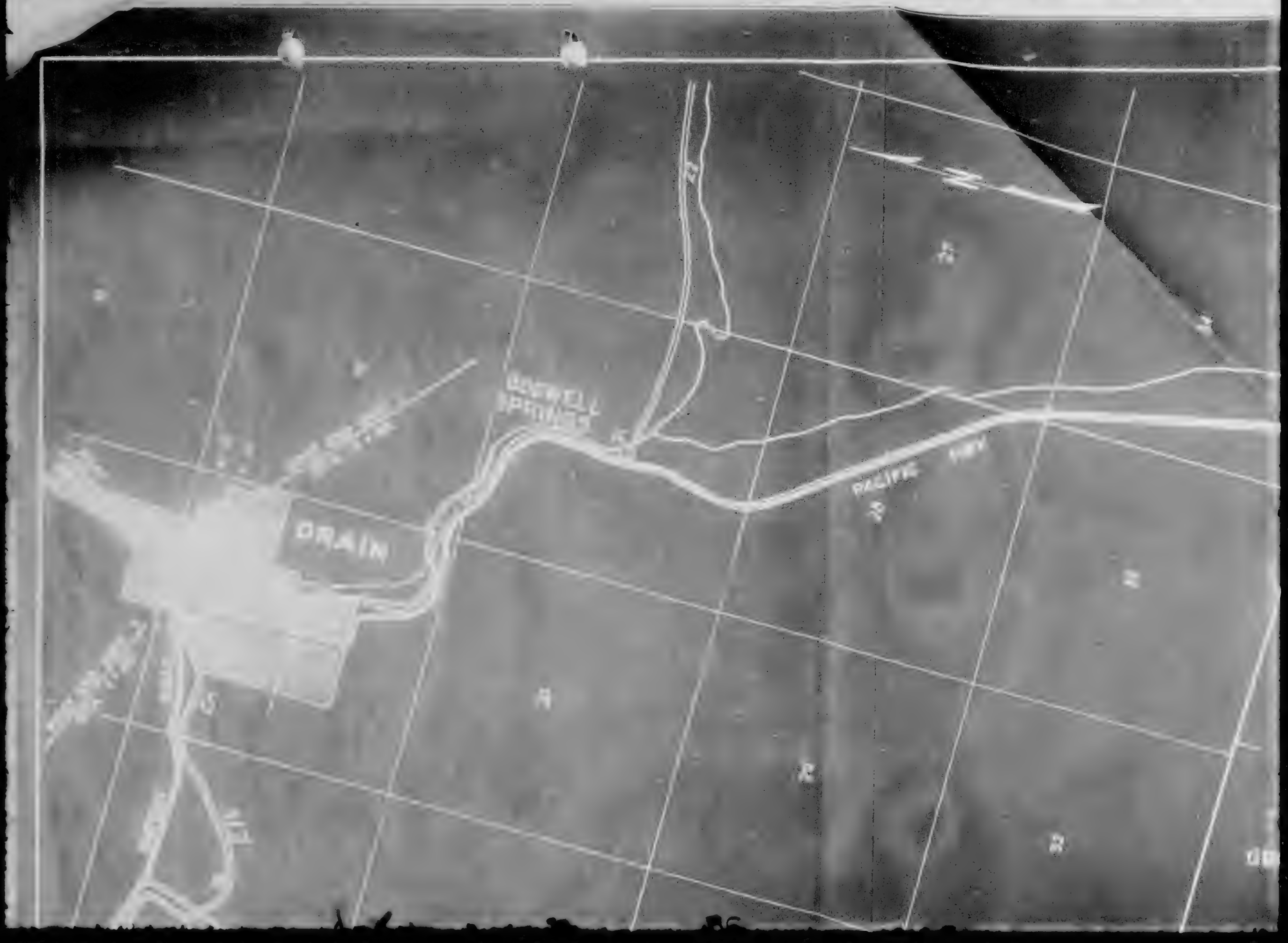
CITY OF DRAIN

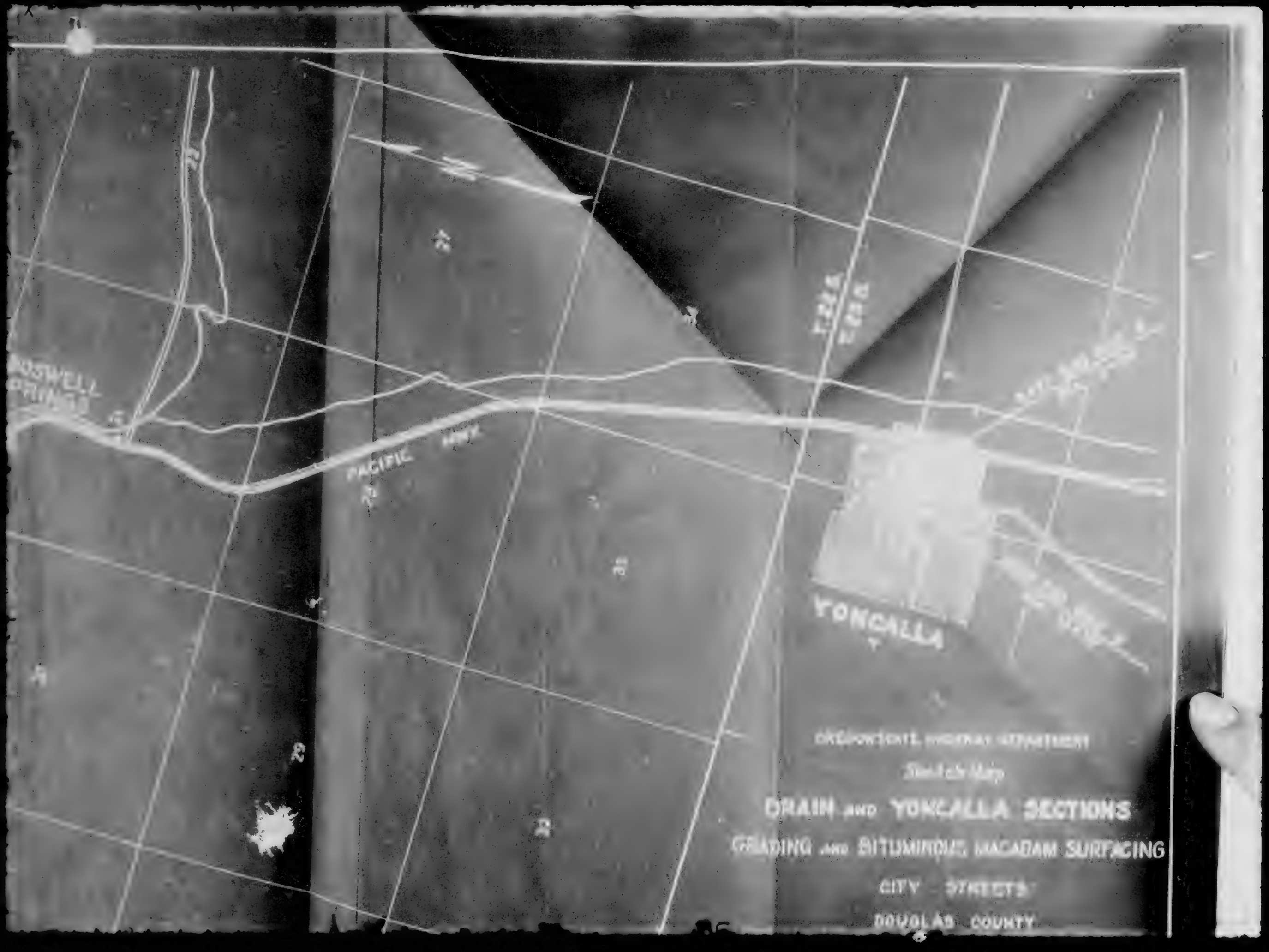
"B" STREET FROM THE S.P.R.R. TO MAIN STREET

Description of Center Line Finished Grade (U.S.C.S. Datum):

Beginning at elevation 294.77 at highway engineer's survey station 1+60, at the west end of the project, 160' easterly from the center line of Front Street, where the same is intersected by the center line of "B" Street; thence to elevation 294.62, at highway engineer's survey station 1+75, 175' easterly from the center line of Front Street, where the same is intersected by the center line of "B" Street; thence on an 80' vertical grade curve to elevation 294.22 at highway engineer's survey station 2+55, 255' easterly from the center line of Front Street, where the same is intersected by the center line of "B" Street; thence to elevation 294.22 at highway engineer's survey station 4+27, 427' easterly from the center line of Front Street, where the same is intersected by the center line of "B" Street; thence on an 80' vertical grade curve to elevation 295.02, at highway engineer's survey station 5+07, 507' easterly from the center line of Front Street, where the same is intersected by the center line of "B" Street; thence to elevation 295.48, at highway engineer's survey station 5+30, 332' westerly from the center line of Main Street, where the same is intersected by the center line of "B" Street; thence on a 40' vertical grade curve to elevation 295.88, at highway engineer's survey station 5+70, 292' westerly from the center line of Main Street, where the same is intersected by the center line of "B" Street; thence to elevation 295.88, at highway engineer's survey station 8+08.5, 53.5' westerly from the center line of Main Street, where the same is intersected by the center line of "B" Street; thence on a 100' vertical grade curve to elevation 297.31, at highway engineer's survey station 8+62, at the center line of Main Street, where the same is intersected by the center line of "B" Street; thence continuing on a 100' vertical grade curve to elevation 299.37, at highway engineer's survey station 8+92, at the east end of the project, 30' easterly from the center line of Main Street, where the same is intersected by the center line of "B" Street.

JFH:MM
6-16-49


DRAIN
PACIFIC HWY


ROSEBURG
PACIFIC
YONCALLA
DRAIN AND YONCALLA SECTIONS
GRADING AND BITUMINOUS MACADAM SURFACING
CITY STREETS
DOUGLAS COUNTY

DRAIN
PACIFIC

PACIFIC
YONCALLA

June 29, 1949

Kittie Jobe
City Recorder
Yoncalla, Oregon

Dear Madam:

On June 28, the Highway Commission awarded a contract to the Acme Construction Company of Eugene for the Second and "D" Street project in the City of Yoncalla. This contract provides that the work shall be completed not later than September 15, 1949.

Enclosed please find a copy of a description of the center line finished grade and of a 'Plan and Profile Map' with the elevations shown in orange. This description may be incorporated into an ordinance or resolution, whichever the City Charter provides, establishing the new grades as provided in paragraph 8 of the agreement dated March 22, 1949.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cottrell
Acting Engineer,
County and City Relations

NOTED
Harold C. Ayers

JWC:BK
Encl.

CITY OF YONCALLA

2ND STREET FROM "B" STREET TO "D" STREET

"D" STREET FROM 2ND STREET TO APPLEGATE AVENUE

2ND STREET

Description of Center Line Finished Grade (U.S.C.S. Datum):

Beginning at elevation 371.89, at highway engineer's survey station 3+04, 304' westerly from the center line of "A" Street, where the same is intersected by the center line of 2nd Street; thence to elevation 372.74, at the center line of "B" Street, where the same is intersected by the center line of 2nd Street; thence to elevation 379.19, at highway engineer's survey station 4+50, 450' westerly from the center line of "A" Street, where the same is intersected by the center line of 2nd Street; thence to elevation 388.27, at highway engineer's survey station 6+15, 615' westerly from the center line of "A" Street, where the same is intersected by the center line of 2nd Street; thence on a 100' vertical grade curve to elevation 389.65, at the center line of "C" Street, where the same is intersected by the center line of 2nd Street; thence continuing on a 100' vertical grade curve to elevation 392.27, at highway engineer's survey station 7+15, 715' westerly from the center line of "A" Street, where the same is intersected by the center line of 2nd Street; thence to elevation 393.89, at highway engineer's survey station 7+80, 183.3' easterly from the center line of "D" Street, where the same is intersected by the center line of 2nd Street; thence on a 140' vertical grade curve to elevation 399.14, at highway engineer's survey station 9+20, 43.3' easterly from the center line of "D" Street, where the same is intersected by the center line of 2nd Street; thence on a 140' vertical grade curve to elevation 400.67, at highway engineer's survey station 9+63.3, at the center line of "D" Street, where the same is intersected by the center line of 2nd Street.

"D" STREET

Description of Center Line Finished Grade (U.S.C.S. Datum):

Beginning at elevation 400.67, at highway engineer's survey station 9+63.3, at the center line of 2nd Street, where the same is intersected by the center line of "D" Street; thence continuing on a 140' vertical grade curve to elevation 399.56, at highway engineer's survey station 10+60, 96.7' southerly from the center line of 2nd Street, where the same is intersected by the center line of "D" Street; thence to elevation 397.80, at highway engineer's survey station 11+00, 106.7' southerly from the center line of 2nd Street, where the same is intersected by the center line of "D" Street; thence on a 300' vertical grade curve to elevation 391.49, at the center line of Applegate Avenue, where the same is intersected by the center line of "D" Street.

JYH:bd
6-16-49

RECEIVED
JUN 29 1949
FOR FILING

310-4004

3187

June 29, 1949

Acme Construction Company
733 Olive Street
Eugene, Oregon

Gentlemen:

The State Highway Commission on June 28, 1949, awarded you the contract for grading, surfacing and oiling "B" Street in Drain and Second and "D" Streets in Yoncalla, in Douglas County. This award was based on your low bid of $16,455, using asphalt, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

cc

cc - Mr. S. H. Probert

RECEIVED
APR 29 1949
FOR FILING

Salem, Oregon
April 26, 1949

Yamhill

Mr. E. A. Collier

Attached is a copy of an Option for Cooperative Construction Project for the City of Yamhill.

The original of this option has been retained in Mr. Hadsperis office for the Commission's files, and an approved copy has been sent to the City of Yamhill.

L. H. Warfield
Staff Engineer

LHW/pd
Cc: E. M. Probert
E. D. Lytle
John Cantrell

Form cc-50

$250,000 Allocation
1949

OPTION FOR COOPERATIVE CONSTRUCTION PROJECT

(City of Drain)

In consideration of the preliminary plans, surveys and studies by the State of Oregon, by and through its State Highway Commission (hereinafter referred to as "State"), relating to the improvement, construction, reconstruction, maintenance or repair of the following described street or streets,

"F" Street between R.R. crossing and Main Street, a distance of approximately 0.17 miles

all being within the corporate limits of the City of Drain, and in further consideration of the benefits and advantages which the governing body of the City of Drain feels will enure to the City (hereinafter referred to as "City"), should a project be undertaken for the construction and improvement of said streets, and as an inducement for the State to allocate to City, funds from the $250,000 appropriation under the provisions of Chapter 425, Oregon Laws 1947, City does hereby offer to State, and if the State should accept the within offer, agrees to cooperate in a project for the improvement, construction or repair of said streets on the following terms and conditions:

1. PROJECT: The proposed project is set forth on the city map attached hereto and by this reference made a part hereof, and shall consist of the following:

Place fill to meet elevation of existing bridge

2. RIGHT OF WAY AND EASEMENTS: City will provide, without cost to State, all necessary or proper rights of way and easements for the project.

3. UTILITIES, RELOCATION: City shall, at its sole cost, relocate or reconstruct, or cause to be relocated or reconstructed, all water, sewer, gas, electric or other utility conduits or poles now within the highways or streets, in conformity with the proposed plans and ultimate requirements of the project.

4. CONSTRUCTION: State shall, when in its judgment the public interest would be best served thereby, by contract, or other means, in its discretion, construct or reconstruct the said streets. Upon the completion of the project, the City shall assume the maintenance of the streets. It is recognized by City that the State's participation in the project is as a means of aiding the City, and shall, in no manner, be construed as an assumption of jurisdiction over said streets, or an assumption of maintenance thereof.

5. COMMENCEMENT AND DESIGN: The date upon which the construction of the project shall commence, the design of the streets, and all other construction details shall be committed exclusively to the jurisdiction, discretion and judgment of the State.

6. COSTS: The cost of the construction as listed under Article 1, PROJECT, shall be borne by the State, and is presently estimated to cost $ 15,000.

7. City agrees that the amount expended by State as the cost of the within project, shall be deemed an allocation and distribution to the City within the meaning of Section 3 of Chapter 425, Oregon Laws 1947.

8. City agrees that it will upon the completion of this agreement, when changes are made in existing street grades, proceed to establish the street grades, as revised, in accordance with the city charter and city ordinances.

State shall have the irrevocable right to exercise or accept the within offer for a period of sixty (60) days from the date hereof. State may accept the offer herein by the passage of a resolution accepting said offer, and by notice of such resolution given over the signature of its secretary and addressed to the City and its governing body.

Regardless of any act or acts of its officers, agents or employees, State shall be under no obligation to City until such time as it has formally accepted the within offer.

Dated this 10 day of Feb., 1949.

APPROVED:

Chief Counsel, Oregon State Highway Commission

CITY OF Bend
by its governing officers

By H. E. McIntosh
Mayor

By Delmer C. Wilson
Recorder

APPROVED:

Assistant State Highway Engineer

Accepted by Oregon State Highway Commission April 11, 1949 (date).

Notice given to City April 28 1949 (date).

FORM E-20 10M 6-40 22439

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 28, 1949

SUBJECT:

To: Mr. R.H. Baldock

Attached hereto are four copies of an Option for Cooperative Construction Project for the City of Yoncalla. An extra copy is enclosed for the Division Engineer as per Mr. Cooper's letter of March 31.

The original of this option has been retained in this office for the Commission's files and an approved copy has been sent to the City of Yoncalla.

H. H. Cramer

Secretary

rm
attach: 4

Collier
Riddell
Cottrell
Lytle

RECEIVED
APR 28 1949
FOR FILING

April 28, 1949

Kittie Jobe, City Recorder
City Hall
Yoncalla, Oregon

Dear Sir:

We are enclosing herewith, for the records and files of the City of Yoncalla an Option for Cooperative Construction Project for the year 1949. This project was approved and accepted by the State Highway Commission April 11, 1949.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rm
encl: 1

RECEIVED
APR 29 1949
FOR FILING

Salem, Oregon
April 26, 1949

Drain

Mr. K. A. Collier
Office

Attached is a copy of an Option for Cooperative Construction Project for the City of Drain.

The original of this option has been retained in Mr. Glaisyer's office for the Commission's files, and an approved copy has been sent to the City of Drain.

L. H. Warfield
Staff Engineer

LHW/cd
cc: John Cathcrall
S. H. Probert

FORM E-30 10M 6-48 25499

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 28, 1949

SUBJECT:

To: Mr. R.H. Baldock

Attached for further handling by you are three copies of an Option for Cooperative Construction Project for the City of Drain.

The original of this option has been retained in this office for the Commission's files and an approved copy has been sent to the City of Drain.

H.S. Beaumont

Secretary

rn
attach: 3

RECEIVED
APR 28 1949
FOR FILING

April 28, 1949

Mr. Delmar Wilson, City Recorder
City Hall
Drain, Oregon

Dear Mr. Wilson:

We are enclosing herewith, for the records and files of the City of Drain an Option for Cooperative Construction Project for the year 1949. This project was approved and accepted by the State Highway Commission April 11, 1949.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rm
encl. 1

NOTED
Harold C. Ayers

NOTED
FORREST COOPER

FORM E-90 10M 10-48 20057

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
March 14, 1949

SUBJECT: Yoncalla City Street Project

To: Forrest Cooper
County & City Public Relations Engineer
State Highway Department
Salem, Oregon.

Dear Sir:

A while back when I was getting some information for the Yoncalla Street project, one of the city councilmen got me cornered and expressed his dissatisfaction about the streets that were to be improved. He informed me that they were going to build a new school at the end of B Street so they would like to have the improvements made on B Street instead of 2nd and D Streets. He was referred to you and he stated that he would write you immediately.

Now I'm wondering if they have contacted you, if so have there been any changes made in the plans of Yoncalla?

Very truly yours,

K. D. Lytle
Division Engineer

Raymon Asburry

by Raymon Asburry
Div. Office Eng'r.

3-24-49

advised Mr. Lytle - city had last night signed agreement as originally planned.
W E Lyons
3-28-49

February 11, 1949

Mr. Delmer C. Wilson, City Recorder

Drain, Oregon

Dear Sir:

I have your letter of February 9 re work to be done under the $250,000 State Tax Street Fund in the City of Drain.

By now you no doubt have the agreement covering this project which was sent from this office a few days ago. However, to answer your question, the project was approved by the Commission at its last meeting. The actual details of doing the work will be handled by Mr. K. D. Lytle, Division Engineer, State Highway Department, Roseburg, Oregon, and I suggest that, if you wish further information re the actual construction of the project, you communicate directly with him.

Please feel free to call on us for any assistance we may be able to give.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

Forrest Cooper
Engineer, County and City Relations

FC:BM

NOTED
JOHN W. CATTRALL

NOTED
Harold C. Ayers

CITY OF DRAIN
RECORDER'S OFFICE

NOTED
FORREST COOPER

Drain Oregon
Feb. 9, 1949

Oregon State Highway Comm.
Att: Mr Ayres,
Salem Oregon

Dear sir:

We would like to know if the State has passed on the $15,000 Project in Drain making the fill to the new Pass Creek bridge The street is in very bad condition at each end of the bridge and we would like to know if possible how long it will be before construction begins in order to keep down maintenance cost.

Thank you very kindly
Respectfully,
Delmer C Wilson
City recorder

Ltr. with agreement sent Wed. Feb. 16.
J.T.H.

NOTED
JOHN W. CATTRALL

NOTED
Harold C. A...

RECEIVED
...MISSION

February 9, 1949

Mr. Delmer Wilson, City Recorder

Drain, Oregon

Dear Sir:

On January 24 the Highway Commission approved a project for construction under the $250,000 special city fund in the City of Drain. This project involves placing a fill on "D" Street between the railroad crossing and Main Street to meet the elevation of the existing bridge.

We have prepared an 'Option for Cooperative Construction Project' stating further the terms under which this work will be done. If this option meets the City's approval, will you see that the proper city officials sign and return all five copies to Forrest Cooper, Engineer, County and City Relations, c/o State Highway Department, P.O. Box 30, Salem, Oregon.

They will then be presented to the Highway Commission for acceptance. After the Commission's approval, a duly signed copy will be returned to the City.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

Forrest Cooper
Engineer, County and City Relations

JVH:MH
Encl.

250,000 Bldg

Void.

Drain. 12.6-48

(Lane street 0.24 miles)

0.24 miles = 1268 lin ft. 22' wide, 4" thickness.

1268' x 22' x .00608 x 4" + 10%.
27896 x .02432 = 678+68 = 750 tons @ 11.00 = 8250.00

— Acquisition of Grade — 300.

Excavation

(Bottom) 580' x 4' x 2' =
29.62 x 5.8 = 172 C.Y. cuts

(Bottom to 24") 690' x 6' x 6' =
133.32 x 6.9 = 920 C.Y. cuts

1092 lyst + 2.25 = 2457.00

Overhaul 1092 @ .40 = 437.00

3194.00

Base Rock.

1000 lin ft 26' wide 12" thick.

3" Crushed Rock 96.30 x 10.0 + 10% = 963 + 97. 1060 @ 2.75 = 2915.00

3/4" Crushed Rock 1270' x 2" x 26'
16.05 x 12.7 + 10% = 203 + 20 223 @ 4.00 = 892.00

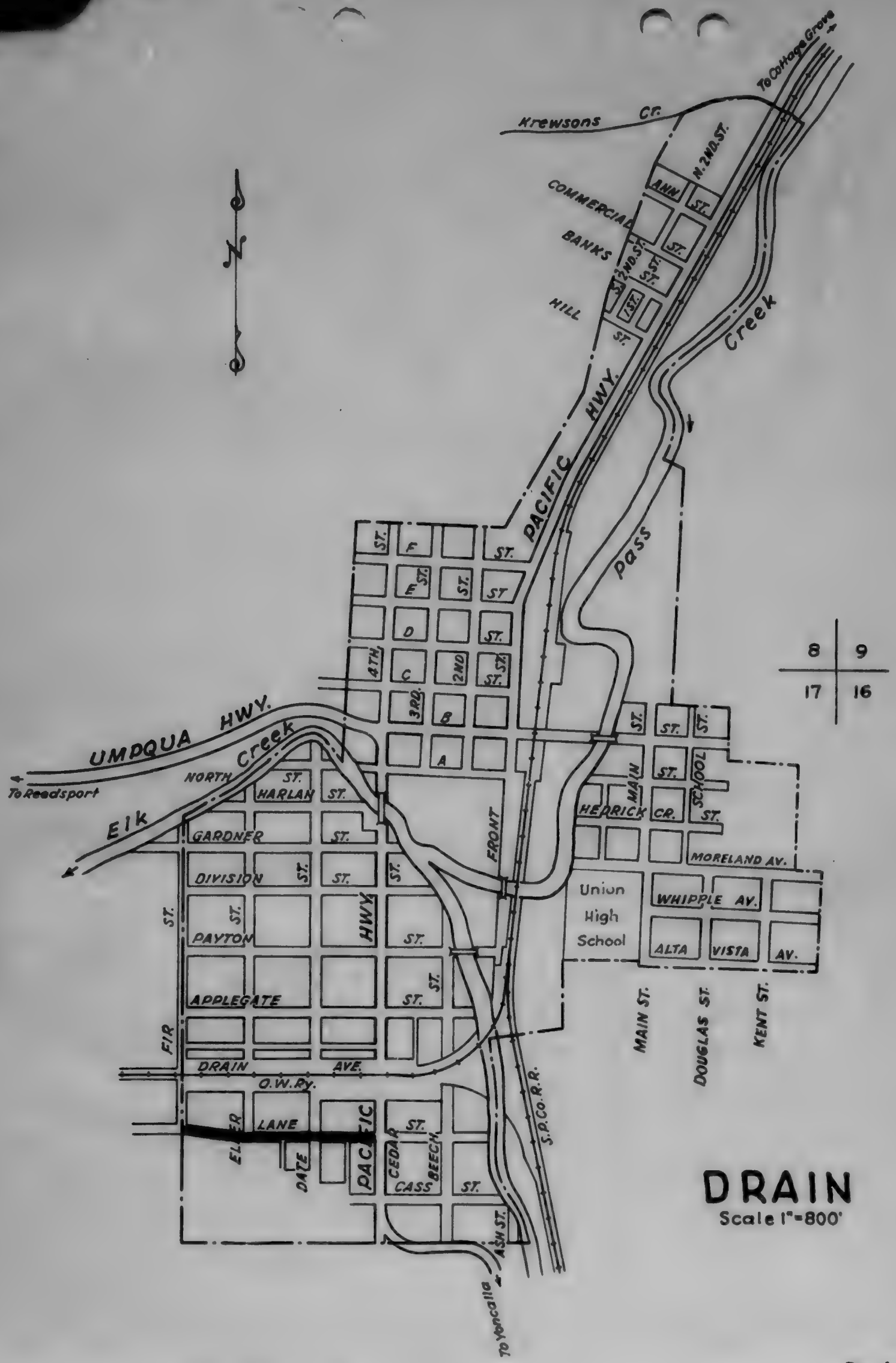
3807.00

Drainage

(Very indefinite) 2000.00

Total	19,800.00
State	15,000.00
City	4800.00

17,251
10% Contingencies 1725
18,976
Preliminary Eng. 750
19,726.00
16.6



DRAIN

Scale 1"=800'

Rev. Aug., '48

Drain 10-25-48

(Lane street)

On Oct. 22-'48 took data for preliminary estimate

Street carries a minimum of 60 - 5 cyd rock trucks a day and 20 loads of logs, 15 loads of lumber and additional trucks from quarry - County and local haulers.

Street is graveled, in poor condition, light base rock, no drainage, lumber piles are evidently on R/W, city is in process of having County Engineer establish C/L of street and when this is done will have Lumber Companies move lumber to allow widening where narrow.

The only street is dedicated 50' wide.

12-2-48 (Should be in wrong location)

Should be graded, based and have 4" A. C. pavement Culverts placed and drainage ditches constructed, grade lowered 18" to 24" for 0.10 miles (Cut out)

City to pay at least drainage - if cost too high Wakefield Lumber Company may help city pay share.

This should be in Category #1.

N.64

R E S O L U T I O N

10-13-48

WHEREAS, Section 2 of Chapter 425, Oregon Laws 1947, provides:

"Beginning with the year 1947 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, Chapter 413, Oregon Laws 1945; section 115-528, O.C.L.A., in the event it becomes law; section 29 of house bill No. 175 of the forty-fourth legislative assembly, and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act; but in no event shall payment under this act be made to cities for any year unless more than $11,000,000 is credited to such fund, and allocations hereunder shall be made to cities only from any excess over $11,000,000 credited to such fund in any year",

and

WHEREAS, Section 3 of said act provides that:

"Such appropriation shall be allocated to the cities as follows: The sum of $250,000 shall be withdrawn from such appropriation and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said $250,000 shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities",

and

WHEREAS, the City of Yoncalla is an incorporated city of the State of Oregon, and has a population of 380, as given by the latest official census, and

WHEREAS, the following streets of said city, Second St. from Dst to Dak should be hard surfaced. From second and Dst west to the city limits

should be widened, crowned & resurfaced.

are not a part or parts of the state highway system, but are streets of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy industrial traffic", and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement, and such city is without necessary funds with which to do said work,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit: Second st. from Bst to Dst. Second st & D st extending to west city limits

are in need of repair, reconditioning and other major improvement.

2. That said streets are in their present state and condition of disrepair, by reason of a sudden increase in population in the area, or because of excessive and unusual industrial traffic, and the city is without the funds necessary to put said streets in proper condition for the traffic to which they are being subjected.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair and other improvement out of funds allocated and made available by and through

the said $250,000 appropriation of state highway revenues.

4. That the City of Yoncalla does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation.

Passed and approved this 13 day of October, 1948

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

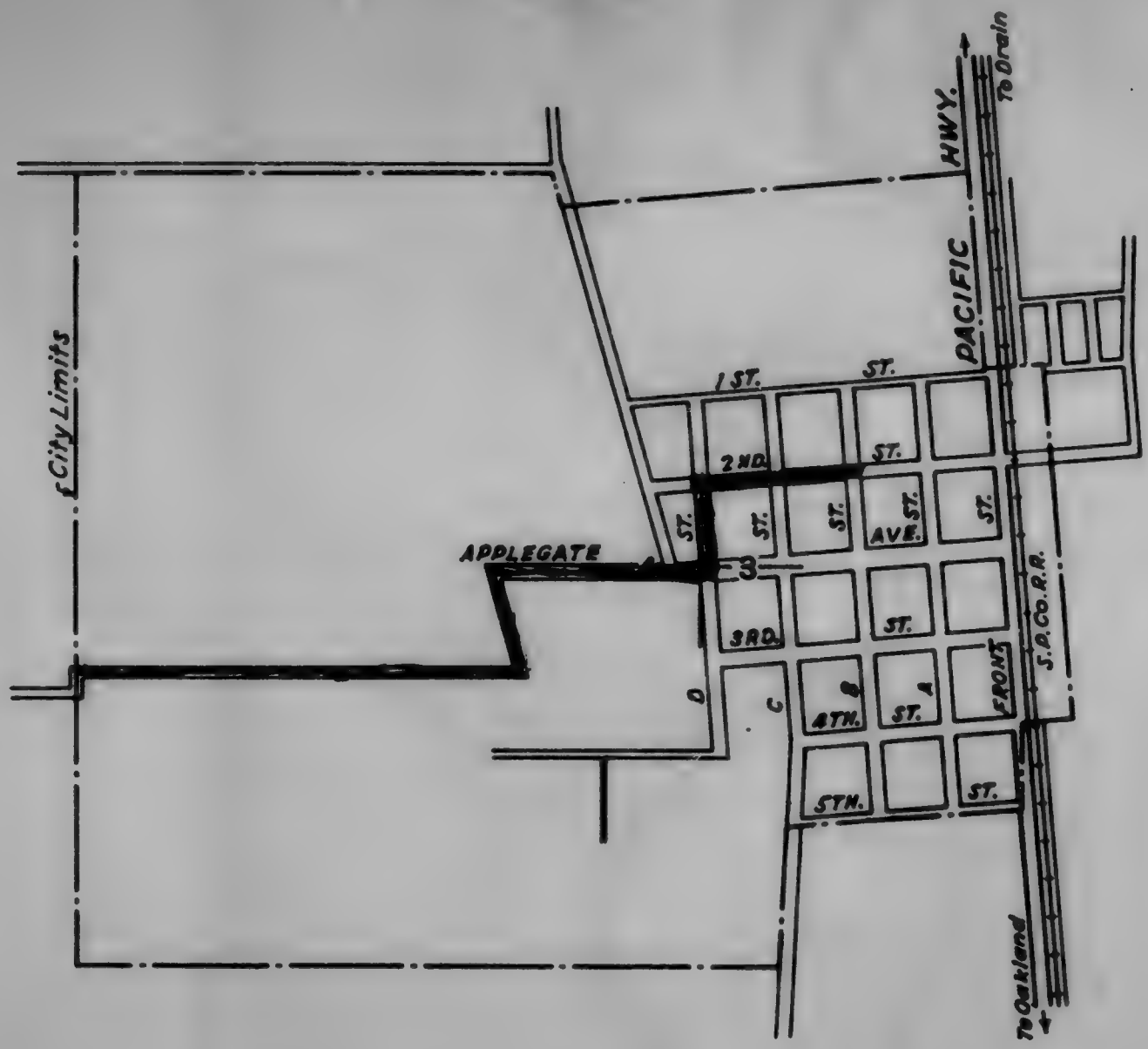
I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Yoncalla at a special meeting of said council, held on the 13 day of October, 1948 and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 13 day of October, 19__.

Kittie Jok
City Recorder

YONCALLA

Scale 1"=800'



Sheet 1 of 2

OREGON STATE HIGHWAY DEPARTMENT

Department of County and City Relations

ROAD LOG DATA SHEET

Location Drain. Logged by H.C.G. Car No. 46-45

Road or Street Lane Street. 50'R/W Recorder H.C.G.

Date 8-12-48 Weather Warm - Clear Project 25C000 (49)

M. P.	Location	Length	Width 50'	Type	Condition	Remarks
.00	Highway 99		30'	Gravel	Poor.	
.07	to Date St.		30'			Entrance to mill
.09			22'			
.21			22'			bad drainage-low.
.24	City Limits		22'			mill entrance.

This street carries logs & lumber from 2 large sawmills. Also rock quarry, 2 miles out. Rock over this street - Bare rock & all rock available at 2nd & 4th 2.25 delivered

Investigation found approximately 60 trucks a day over this street. Mill records and quarry delivery slips.

Has potential in category #1.

Should be reshaped, 12" base added and oiled for very heavy traffic.

all types of base and oil rock available - 2 miles.

City will pay for drainage and any cost out side of 28' width if Council agrees.

~~City may make Bancroft st. Conn. and limit to 40', with entrance after Council meets.~~

(over.) #1

low class residential and farm, industrial

Sheet 2 of 3

OREGON STATE HIGHWAY DEPARTMENT

Department of County and City Relations

ROAD LOG DATA SHEET

Location Drain. Logged by H.G.A. Car No. 46.45

Road or Street B Street East. 50' R/W Recorder H.G.A.

Date 8-12-48 Weather Warm - Clear Project 250000 (49)

M. P.	Location	Length	Width 50'	Type	Condition	Remarks
.00	Highway 99	22'	32'	Gravel	good.	base good
.03	R.R Crossing Tank		32'			Elevated appox 4'
.05	Pike Entrance		26'			
.075	Log Depot.		22'			
.11	Bridge		22'			
.13	Edgbridge		24'			
.17	Main St		24'			

Very heavy traffic to .075 appox 30 trucks per day to mill - 8 or 10 school buses in season and artery for residence and athletic field and swimming pool beyond this point.

City is receiving bids 8-17-48 on new bridge which will change grade etc. so should be investigated again before estimate is made.

Industrial to bridge - Medium Class residential beyond.

H 1

Sheet 3 of 3

OREGON STATE HIGHWAY DEPARTMENT

Department of County and City Relations

ROAD LOG DATA SHEET

Location Drain Logged by HGA Car No. 46-45

Road or Street Main Stret 60 R/W Recorder HGA

Date 8-12-48 Weather Warm clear. Project 250,000 (49)

M. P.	Location	Length	Width 32'	Type	Condition	Remarks
.00	B street		18'	Bit-o-9"	Fair	needs resealing
.05	to A St.					base appears good.
.10	Hendricks C.P.H.					
.15	School House.					

City desires to have this resealed, at present width.

Carries traffic to school and is artery from new addition to town. also leads to City recreational area.

Heavy equipment has been hauled for new B.P.A. substation over this street which likely caused some of the apparent failure.

Medium class residential area

#4

-DRAIN-

Whipple rock Crusher owned
10 trucks 6 trips per day
on 60 trunks.
Crushed Quarry Rock.

2½-0	$2.25.	delivered
1½-¾		on road.
¾-½	$1.75	f.o.b. Crusher.
½-¼	2½ mile haul	
¼-0		

Saw mill 80,000 bf per day
4000 per truck 20 truck loads. Logs
15 loads lumber.

County also hauls rock from Crusher
at least 5 days each week.

Log Pond

Saw mill

80,000 bf per day
4000 per truck

a24

City Limits

— LANE ST. —

Is gravel street - no definite drainage.
Test holes show poor base to Date St.
fair base beyond approx 8" on natural
Shale subsoil underlies whole area

Should have base rock added and a
B.T. Oiled Surface - and drainage
ditches constructed.

Grade to 26' at 22'
Lower grade 18" to 24" between Cedar St
(Pacific Highway 99 E) and Date St.
Close Culverts on Cross streets and
driveways

Drainage generally is to the north.

Log
Pond

Lawn Mill

Log loading
road or track

City Limits

Saw Mill

Good building
Road for Trucks

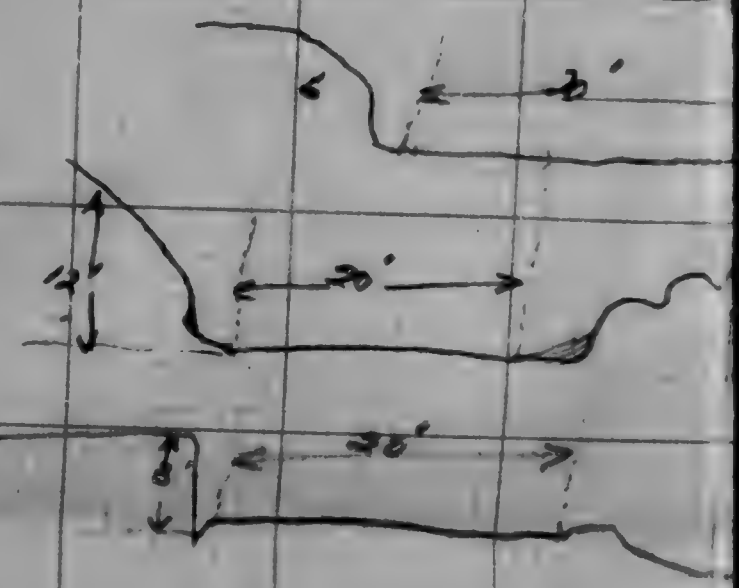
City Limits

Saw Mill

Lumber Storage

12" Conc Pipe 24' long

DATE St.

LANE

Drainage generally to the north.

Saw Mill

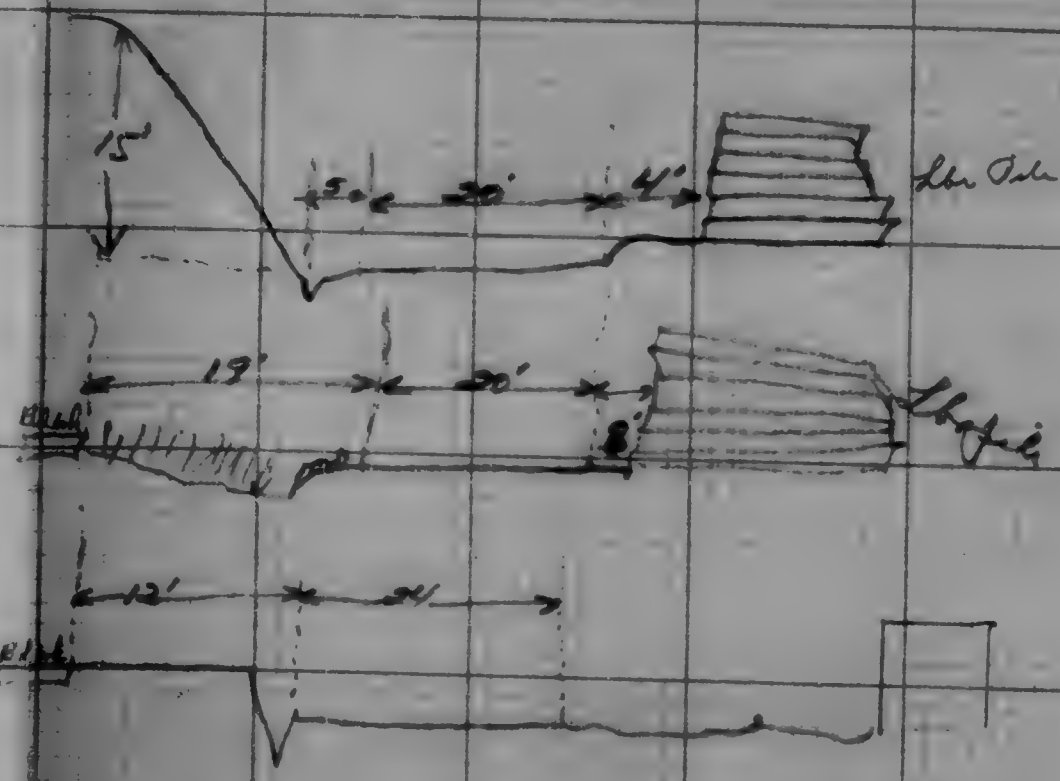
50,000 bf/day
Hoe for trucks

City Limits

Saw Mill
Lumber storage

Saw Mill

DATE St.



LANE STREET

DATE St.

LUMBER STORAGE

ALLEY

99 - PACIFIC HIGHWAY

STATE MAINTENANCE STATION

12' 24'

14' 24'

Lumber storage

22'

DATE St.

LUMBER STORAGE

ALLEY

12'

24'

Lumber Storage

24'

12'

Drain 6/6/49
"B" Street from R.R. looking
to bridge

Drain - "B" Street after construction
11-14-49

Drain 6/6/49
"B" Street from R.R. looking
to bridge

Drain - "B" Street after construction
Fi-14-49

R E S O L U T I O N

3-2-47

WHEREAS, Section 2 of Chapter 425, Oregon Laws 1947, provides:

"Beginning with the year 1947 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, Chapter 413, Oregon Laws 1945; section 115-528, O.C.L.A., in the event it becomes law; section 29 of house bill No. 175 of the forty-fourth legislative assembly, and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act; but in no event shall payment under this act be made to cities for any year unless more than $11,000,000 is credited to such fund, and allocations hereunder shall be made to cities only from any excess over $11,000,000 credited to such fund in any year",

and

WHEREAS, Section 3 of said act provides that:

"Such appropriation shall be allocated to the cities as follows: The sum of $250,000 shall be withdrawn from such appropriation and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said $250,000 shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities",

and

WHEREAS, the City of Drain is an incorporated city of the State of Oregon, and has a population of 987 (986 m.), as given by the latest official census, and

WHEREAS, the following streets of said city, _____

B Street from First to Main Street

Main Street from B Street to Oak Street

Lane Street from Cedar St. to City Limit West.
C St. from First to Fifth
Fourth St. from B. St to C. St.

, are not a part or parts of the state highway system, but are streets of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy industrial traffic", and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement, and such city is without necessary funds with which to do said work,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit:

B. St. from First to Main St
Main Street from B. to Oak St.
Lane Street from Cedar St. to West City Limits
C. Street from First to Fifth Streets
Fourth St. from B St to C. St.

, are in need of repair, reconditioning and other major improvement.

2. That said streets are in their present state and condition of disrepair, by reason of a sudden increase in population in the area, or because of excessive and unusual industrial traffic, and the city is without the funds necessary to put said streets in proper condition for the traffic to which they are being subjected.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair and other improvement out of funds allocated and made available by and through

the said $250,000 appropriation of state highway revenues.

4. That the City of Drain does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation.

Passed and approved this 2nd day of March, 1947.

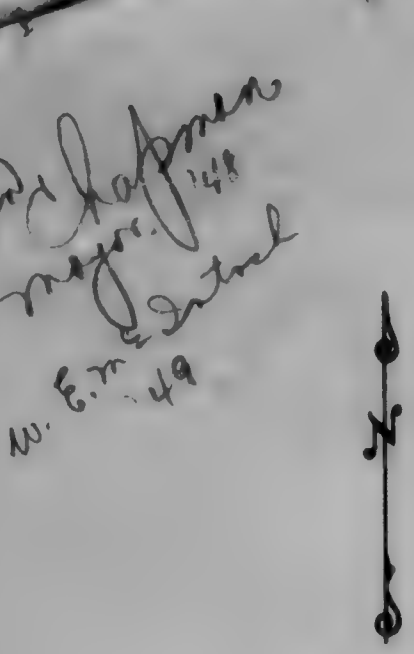
There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Drain at a regular or special meeting of said council, held on the 2nd day of March, 1947, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 12th day of March, 1947.

Ruby B. Holloway
City Recorder

Howard Chapman
mayor. '48
& Council
W. E. M. '49



This new area 8-12-48

Bid on Bridge on Aug 17
10-22 now under construction

312-1701 Prairie City (Bridge St.) 1949
Sec.
#3188

OREGON STATE HIGHWAY COMMISSION
(date)
July 26, 1950

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3188	5-FINAL	Leslie W. Stoker	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
11608	B-378689	$21.20	July 25, 1950

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: Nov. 30, 1949

Time Extensions: Extended to May 13, 1950 without penalty

Completion Date: May 13, 1950

Date Accepted: July 11, 1950

Penalties: None of Record

Claims: None Unpaid of Record

Remarks:

Date: 7-31-50

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed:

RECEIVED
JUL 20 1950
FOR FILING

312-1701

3188

July 19, 1950

Mr. Leslie W. Stoker
Route 1
Hyssa, Oregon

Dear Sir:

The State Highway Commission, at its meeting on July 11, 1950, had under discussion your request for an extension of time of 13 days, from April 30 to May 13, 1950, within which to complete your contract No. 3188 covering the Prairie City (Bridge Street) Section over the John Day River in Grant County.

I am pleased to inform you that the Highway Commission granted your request without penalty. However, I was instructed to inform you that the Commission, in arriving at its decision, considered but did not necessarily adopt either the recommendation of the Engineer or the reasons given by you for failure to complete the project within the specified time.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: E. F. Chidsey,
Division Engineer

O. R. Kenner,
Resident Engineer

W. A. Reeves

NOTED ON CARD
7-19-50 JK

July 17, 1950

Mr. George Sanderson
City Recorder
Prairie City, Oregon

NOTED
J. W. CATTRALL

Dear Sir:

Contract No. 3188 with Leslie U. Stoker for the construction of the Bridge Street bridge and approaches was completed May 13, 1950, and accepted by the Highway Commission on June 11, 1950.

Under the terms of the agreement, signed June 18, 1949, between the Highway Commission and the City of Prairie City, the City now assumes the maintenance of and continues jurisdiction over this structure as of the date of completion, May 13, 1950.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

[redacted]

cc: Mr. E. W. Kimberling, Mayor

RECEIVED
JUN 26 1950
FOR FILING

312-1701

3188

June 23, 1950

W. Talbot Sinclair, Manager
United States Fidelity & Guaranty Co.
1112 Cascade Bldg.
Portland 4, Oregon

Dear Sir:

Please be advised that State Highway Contract No. 3188, covering the Prairie City (Bridge St.) Section over the John Day River in Grant County, has been completed by the contractor, Leslie W. Stober, and that final payment in the amount of $521.29 will be made after acceptance by the Commission.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $14,059.63, and that no force account work was performed on the project. This contract was completed on May 13, 1950 but has not as yet been accepted by the Highway Commission.

We are sending you this notice as you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Sloan & White
P. O. Box 770
Ontario, Oregon

E. A. Bjorklund

NOTED ON CARD

6-23-50 JK

RECEIVED
JUN 28 1950
FOR FILING

312-1701

3188

June 22, 1950

Request for Extension of Time
No. 2
July 10 and 11 Meeting

State Highway Commission

Gentlemen:

Re: John Day River Bridge at Prairie City
Leslie E. Stoker, Contractor
Contract No. 3188

Herewith copy of a request for a second extension of time, from April 30 to May 13, 1950, for the completion of the John Day River Bridge at Prairie City.

All work on this structure except handrail painting and finishing of concrete surfaces was completed within the contract completion date of November 30, 1949. We directed the contractor to discontinue the painting and surface finish until suitable weather this spring and on that time requested an extension to and including April 30, in order to do this work. Weather conditions were such that it was advisable to further postpone the work, which was completed on May 13, 1950.

We would ask that this second extension be granted without penalty to the contractor. This is a State Project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

S. H. Hibbs
State Highway Engineer

Attached

GSP:gm
cc G. S. Pearson

RECEIVED
JUN 13 1950
FOR FILING

Files Miss Lewis

312-1701

3188

June 12, 1950

United States Fidelity and Guaranty Company
1112 Cascade Building
Portland 4, Oregon

Attention: W. Talbot Sinclair, Manager

Gentlemen:

This is to advise that we have today received a letter dated June 10 from Mercer Steel Company, Inc., advising that they have been paid in full for the claim reported to this office on March 27, 1950. This claim was in the amount of $1,773.63 and was filed in connection with Mr. Leslie W. Stoker's State Highway Contract No. 3188 for work on the Prairie City (Bridge Street) job in Prairie City in Grant County.

This information is provided as the United States Fidelity and Guaranty Company appears as surety on the bond executed in connection with Contract 3188.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:ml

cc - Sloan & White
P. O. Box 778
Ontario, Oregon

E. A. Bjorklund
221 Kearns Building
Salt Lake City 8, Utah

Leslie W. Stoker
Route 1
Nyssa, Oregon

NOTED ON CARD
6-12-50, gl

June 12, 1950

Mercer Steel Company, Inc.
2555 N. W. Nicolai Street
Portland 10, Oregon

Gentlemen:

This is to acknowledge receipt of your letter dated June 10 advising that the Stoker Construction Company has paid in full your claim in the amount of $1,773.63 which was incurred in connection with their operations on State Highway Contract 3188 for work on the Prairie City (Bridge Street) Section, being a city street in the town of Prairie City.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

NOTED ON CARD
6-12-50 gf

PHONE ATWATER 0141

MERCER STEEL COMPANY, INC.

REINFORCING STEEL AND SPECIALTIES

2555 N. W. NICOLAI STREET
PORTLAND 10, OREGON

June 10, 1950

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. H. G. Glaisyer, Secretary

Gentlemen:

This is to advise you that we have been paid in full by the Stoker Construction Company in the amount of $1,773.63 for our claim we made on March 27 for material he purchased of us for use in the Bridge Street Bridge in Prairie City, your contract #3188.

Very truly yours,

MERCER STEEL COMPANY, INC.

Neil A. Austin

Neil A. Austin

llg
cc: U.S. Fidelity & Guaranty Co.
c/o Sloan & White
P. O. Box 788
Ontario, Oregon

REFERRED TO
BY SECRETARY
6-12-50

June 6, 1949

Howell & Wilson
Attorneys at Law
John Day, Oregon

Attention: Mr. Gordon Wilson

Dear Mr. Wilson:

This is to acknowledge receipt of the Bargain and Sale deed No. 15496.

This deed satisfies the Highway Department's requirements regarding right of way and will enable us to proceed with the calling of bids and, if a satisfactory bid is received, to proceed with the construction of the bridge.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Acting Engineer,
County and City Relations

JWC:MM

EARL B. MOORE (1922-47)

EDWARD H. HOWELL
GORDON WILSON

HOWELL & WILSON
ATTORNEYS AT LAW
GRANT COUNTY
JOHN DAY, OREGON

PHONE 70

RECEIVED
JUN 3 1949
ENGINEER
COUNTY & CITY RELATIONS

May 31, 1949

RECEIVED
JUN - 2 1949
LEGAL DEPT.

Mr. Harold C. Ayers
Assistant Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Ayers:

I enclose herewith Bargain and Sale deed conveying to the Town of Prairie City a strip of land approximately 40 feet in depth adjacent to and on the east side of the present bridge on Bridge Street within the Town of Prairie City, Oregon. Please note that Mr. Finlan and Mr. McDonald have both signed the one instrument which describes the entire piece of land being acquired by the town for the purpose of bridge construction. I trust that this will enable the State Highway Department to go ahead with their letting of bids and construction work.

Mayor Kimberling would appreciate some word from you as to when the Highway Commission will definitely be in a position to actually commence work on the new bridge. This for the reason that if the approximate construction date is not too far in the future it is the Mayor's thought that vehicular traffic should be restricted from the present old bridge. However, if the probable date of commencing construction is to be at some distant date the mayor on the other hand will probably deem it advisable to make temporary repairs to the existing structure so that vehicular traffic will not be denied the use of the bridge for an extended period of time.

Very truly yours,

HOWELL & WILSON

By: Gordon Wilson

GW:sk
Enc.

RECEIVED
JUN - 2 1949
OREGON
STATE HIGHWAY COMMISSION

Crane City. 6-3-49

Showed Bargain & Sale Deed to Forrest Cooper who said to "accept it".

Asked V. O'Neil about possible date of completion of new bridge. He said 3 months hence.

The bridge is in very bad condition and I would advise it be closed to vehicular traffic as a safety factor to City.

#64.

FORM No. 88—DEED—BARGAIN AND SALE. STEVENS-NESS LAW PUB. CO., PORTLAND

#15,496

Vol. 57 Page 175

KNOW ALL MEN BY THESE PRESENTS, That P. J. FINLAN, a single man, and ED J. McDONALD and Mrs. E. J. McDonald, husband and wife-

in consideration of -- ONE and NO/100 -- *Dollars,*

to them *paid by* the TOWN OF PRAIRIE CITY, Grant County, Oregon, a municipal corporation, --

do.... hereby grant, bargain, sell and convey unto said TOWN OF PRAIRIE CITY, a municipal corporation, ---

-its-- *heirs and assigns, all the following real property, with the tenements, hereditaments and appurtenances, situated in the* Town of Prairie City *County of* Grant *and State of Oregon, bounded and described as follows, to-wit:*

Commencing at a point on the East boundary line of Bridge Street in the Town of Prairie City, Grant County, Oregon, said point being 612.1 feet South and 1565.1 feet East of the section corner common to sections 2, 3, 10, and 11, Twp. 15 S. R. 33 E.W.M., thence South 42° 21' East a distance of 100.0 feet to the North line of the Patrick J. Finlan tract, thence South 29° 26' East a distance of 156.6 feet, thence South 18° 59' East a distance of 100.0 feet to the easterly boundary line of said street, thence along said East boundary line as follows, North 41° 09' West a distance of 100.8 feet, thence North 29°26' West a distance of 191.6 feet, thence North 14° 20' West a distance of 64.2 feet to the point of beginning.

TO HAVE AND TO HOLD, the above described and granted premises unto the said TOWN OF PRAIRIE CITY, --

-- its -- *heirs and assigns forever.*

IN WITNESS WHEREOF, we *the grantor* s *above named hereunto set* our

to them paid by the TOWN OF PRAIRIE CITY, Grant County, Oregon, a municipal corporation, --

do hereby grant, bargain, sell and convey unto said TOWN OF PRAIRIE CITY, a municipal corporation, ---

-- its -- heirs and assigns, all the following real property, with the tenements, hereditaments and appurtenances, situated in the Town of Prairie City County of Grant and State of Oregon, bounded and described as follows, to-wit:

Commencing at a point on the East boundary line of Bridge Street in the Town of Prairie City, Grant County, Oregon, said point being 612.1 feet South and 1565.1 feet East of the section corner common to sections 2, 3, 10, and 11, Twp. 13 S. R. 33 E.W.M., thence South 42° 21' East a distance of 100.0 feet to the North line of the Patrick J. Finlan tract, thence South 29° 26' East a distance of 156.6 feet, thence South 18° 39' East a distance of 100.0 feet to the easterly boundary line of said street, thence along said East boundary line as follows, North 41° 09' West a distance of 100.8 feet, thence North 29°26' West a distance of 191.6 feet, thence North 14° 20' West a distance of 64.2 feet to the point of beginning.

TO HAVE AND TO HOLD, the above described and granted premises unto the said TOWN OF PRAIRIE CITY, --

-- its -- heirs and assigns forever.

IN WITNESS WHEREOF, we the grantors above named hereunto set our hands and seals this 31st day of May A. D. 1949.

EXECUTED IN THE PRESENCE OF

Gordon Wilson

P J Finlan (SEAL)

E J McDonald (SEAL)

Mrs E J McDonald (SEAL)

(SEAL)

#15496

before me, the undersigned, a Notary Public *in and for said County and State, personally appeared the within named* L. J. Finlan, a single man, and Ed J. McDonald and Mrs. E. J. McDonald, husband and wife, *who* -are- *known to me to be the identical individual.s described in and who executed the within instrument and acknowledged to me that* -they- *executed the same freely and voluntarily.*

IN TESTIMONY WHEREOF, I have hereunto set my hand and seal the day and year last above written.

N. Gordon Wilson
Notary Public for Oregon.

My Commission Expires 11/17/50.

SEAL NOTARY PUBLIC OF OREGON

DEED
Bargain and Sale

P. J. FINLAN, et al

TO

TOWN OF PRAIRIE CITY

STATE OF OREGON, County of Grant } ss.

I certify that the within instrument was received for record on the 31 day of May A. D. 1949 at 9:15 o'clock A.M., and recorded in book 27 on page 135-6 Record of Deeds of said County.

WITNESS my hand and seal of County affixed.

Josephine Crawford
County Clerk.
Recorder of Conveyances.

By Caulahan Charles Deputy.

Fee 1.50 Paid

RECEIVED JUN 3 1949 ENGINEER COUNTY & CITY PLATTING

HOWELL & WILSON
Attorneys at Law
John Day, Oregon

INDEXED

BOOK 57 PAGE 176

15,496

STATE OF OREGON,
County of Grant } ss.

BE IT REMEMBERED, That on this 31st day of May 1949, before me, the undersigned, a Notary Public in and for said County and State, personally appeared the within named P. J. Finlan, a single man, and Ed J. McDonald and Mrs. E. J. McDonald, husband and wife- who -are- known to me to be the identical individuals described in and who executed the within instrument and acknowledged to me that -they- executed the same freely and voluntarily.

IN TESTIMONY WHEREOF, I have hereunto set my hand and seal the day and year last above written.

N. Gordon Wilson
Notary Public for Oregon.

My Commission Expires 11/17/50.

NOTARY PUBLIC STATE OF OREGON

DEED
Bargain and Sale

P. J. FINLAN, et al

to

TOWN OF PRAIRIE CITY

STATE OF OREGON,
County of Grant } ss.

I certify that the within instrument was received for record on the 31 day of May, 1949, at 10:15 o'clock A.M., and recorded in book 57 on page 175-6, Record of Deeds of said County.

WITNESS my hand and seal of County affixed.

[illegible]
County Clerk.
Recorder of Conveyances.

By Pauline Crowder Deputy.

Fee 1.50 Paid

STEVENS-NESS LAW PUB. CO., PORTLAND

HOWELL & WILSON
Attorneys at Law
John Day, Oregon

INDEXED

Salem, Oregon
June 2, 1949

Mr. J. N. Devers
Chief Counsel

The Commission has approved a project in Prairie City to be constructed from the $250,000 Special city allocation. In connection therewith it is necessary that an 'Option for Cooperative Construction Project' be prepared.

In addition to the usual points covered as to relocation of utilities, construction, commencement and design, establishing grades, etc., the following items should also be included:

1. The project is on Bridge Street at its crossing of the John Day River.

2. The project is to consist of the construction of a reinforced concrete bridge across the John Day River and placing of an approach fill at each end of the bridge.

3. City will provide without cost to State all necessary or proper rights of way and easements for the project. This includes moving existing fences.

4. City will make available without cost to State sufficient mine tailing material to make the approach fills. This tailing material is to be furnished at the nearest available site and the City will provide sufficient access to enable the State to load and haul the material to the bridge site.

NOTED W. CHITWOOD

5. The cost of construction is to be born by the State and is presently estimated to cost $15,000.

Enclosed are six copies of a map to be attached to the option as Exhibit "A".

After the option has been prepared, please forward six copies to this office for execution by the proper city officials. A duly executed copy will be returned for your records after acceptance by the

Highway Commission.

It is the desire of the Bridge Department that this project be advertised for bids at the June 27-28 Commission meeting. Anything you can do to expedite preparation of this option will be appreciated.

John W. Cottrell
Acting Engineer,
County and City Relations

By

John F. Hagemann
Office Engineer

JFH:MH
Encl.

250,000 Fund
(49)

NOTED
J. W. CATTRALL

Prarie City. 5-31-49

May 25, 1949 went to Prarie City with request that city obtain additional R/W for new bridge and to make slight realignment of present County road (Bridge Street). Contacted Mayor Kimberling and advised him of above.

We contacted one of the property owners a Mr. P.J. Finlan who owns mostly the needed right of way and received his oral promise to deed the required property to the city. We advised Mr. Finlan we would show him how much was needed as soon as we had definitely established property lines, road bed width etc.

Mr. Kimberling promised to meet me at Courthouse in Canyon City to-morrow at 8 am.

5-26-49

We did not. Kimberling searched County records and found all descriptions impossible, descriptions were not definite same tied in with a former bridge and river bed no longer in existance also tie to County road which has never been definitely established. Drove to Prarie city and tried to find points mentioned in deeds. With Mayor Kimberling drove to head of John Day River (Ranger Station) to see other property owner, who had promised Mayor by phone to meet us there. Could not locate him so Mayor said he would contact him by phone again to-night.

5-27-49

To abstract office to try and get more definite property descriptions and then to see Vic. Coffee D.M.S. at Johnday who gave much aid by tieing the known State Highway points with County Road so that property descriptions would be tied in with something.

Saw city attorney (in Johnday) who advised me he was preparing proper deeds and would go to Prairie City Saturday nite and contact property owners and get signatures as mayor had made contact by phone and found range and made all arrangement. He (the attorney) said he would get deeds recorded as early as possible Tuesday May 31 and send us copies of recorded deeds.

Saw the mayor who advised me the state could have all the mine dredge tailings ~~from~~ wanted, at the deposit site at no cost to state. Also advised the mayor it would be up to city to move or build any required fences which would be ~~required~~ made necessary by the widening of present roadbed.

Saw city attorney again and advised him we would appreciate speed in the handling of above matter and he promised again to get copies of deeds in mail as soon as possible. He also assured me he would see that all new deeds were complete and would protect the city in that they were tied to present deeds covering roadbed, channel and new right of way.

166.

RECEIVED
APR 27 1950
FOR FILING

Files
Mrs Lewis

312-1701
3188

April 26, 1950

Hon. Earl T. Newbry
Secretary of State
C a p i t o l

Dear Sir:

We acknowledge with thanks your letter of April 24 to which was attached three copies of a claim filed with your office by Portland Wire and Iron Works against Leslie W. Stoker in connection with his operations on what appears to be our Contract No. 3188 for bridge and grading work on a city street section in Prairie City, Grant County.

This claim bears your file No. 3212.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

FAQ:md

MAILED ON DATE
4-26-50 gR

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

3188

April 24, 1950

Mr. H. B. Glaisyer, Secretary
State Highway Commission
Salem, Oregon

We have received and filed as of this date a notice of claim by Portland Wire & Iron Works for materials furnished in the sum of $924.00 against the bond of Leslie W. Stoker, Contractor, as principal and United States Fidelity and Guaranty Company, Sloan & White, Agents, as surety, for construction work performed on John Day River Bridge #7257, Prairie City, Grant County, Oregon.

We are enclosing three copies of the claim for your information and files.

Kindly acknwoledge receipt of the copies for our records.

Very truly yours,

Earl T. Newbry

Secretary of State

NF:M

Enc.

4-24-50, gr

COPY

EMpire 2195

PORTLAND WIRE & IRON WORKS
Established 1892

Steel and Wire Fabricators

Fence and Wire Distributors

4644 S. E. Seventeenth Avenue

Portland 2, Oregon

April 21, 1950

To: Secretary of State
State of Oregon
Salem, Oregon

Notice hereby is given that the undersigned, PORTLAND WIRE & IRON WORKS, has a claim for iron material, i.e., galvanized bridge handrail and four galvanized deck drains, furnished in the sum of $924.00 against the Bond of LESLIE W. STOKER, CONTRACTOR, taken from SLOAN & WHITE, Agent, UNITED STATES FIDELITY AND GUARANTY COMPANY, Post Office Box 778, Ontario, Oregon, for construction work performed on JOHN DAY RIVER BRIDGE #7257, PRAIRIE CITY, GRANT COUNTY, OREGON.

PORTLAND WIRE & IRON WORKS

(SEAL)

By M. E. PARKER Vice President.

4-24-50 gk

ENDORSED
File No. 3212
Filed April 24, 1950
EARL T. NEWBRY, Secretary of State

Empire
[illegible] 2195

PORTLAND WIRE & IRON WORKS

ESTABLISHED 1892

Steel and Wire Fabricators

FENCE AND WIRE DISTRIBUTORS

4644 S. E. SEVENTEENTH AVENUE
PORTLAND 2, OREGON

April 21, 1950

Secretary of State,
State of Oregon,
Salem, Oregon.

Dear Sir:

We are enclosing herewith signed statement that our firm has not been paid for iron materials, i.e., galvanized bridge hand rail and deck drains furnished to Leslie W. Skeen, Contractor, for use on the John Day River Bridge #7857, Prairie City, Grant County, Oregon.

We are serving this notice in accordance with Chapter 444 entitled, "Public Contracts and Employment Thereunder", ARTICLE 1, CONTRACTORS BONDS; BIDS AND BIDDING".

Very truly yours,

PORTLAND WIRE & IRON WORKS

(Signed) M.E. Parker

Vice President

mepic

encls.

cc: Oregon State Highway Dept.,
Attn: Bill Reeves, Salem, Oregon.

4-24-50 ltr

RECEIVED
APR 24 1950

EMpire
L[illegible] 2195

PORTLAND WIRE & IRON WORKS

ESTABLISHED 1892

Steel and Wire Fabricators

FENCE AND WIRE DISTRIBUTORS

4644 S.E. SEVENTEENTH AVENUE
PORTLAND 2, OREGON

April 21, 1950

To: Secretary of State
State of Oregon
Salem, Oregon

Notice hereby is given that the undersigned, PORTLAND WIRE & IRON WORKS, has a claim for iron material, i.e., galvanized bridge handrail and four galvanized deck drains, furnished in the sum of $921.00 against the Bond of LESLIE W. STOKER, CONTRACTOR, taken from SLOAN & WHITE, Agent, UNITED STATES FIDELITY AND GUARANTY COMPANY, Post Office Box 778, Ontario, Oregon, for construction work performed on JOHN DAY RIVER BRIDGE #7257, PRAIRIE CITY, GRANT COUNTY, OREGON.

PORTLAND WIRE & IRON WORKS

(Signed) M.E. Parker

By _____ Vice President

RECEIVED
APR 24 1950
STATE HIGHWAY COMMISSION

RECEIVED
APR 24 1950
STATE HIGHWAY COMMISSION

April 26, 1950

United States Fidelity & Guaranty Co.
1112 Cascade Building
Portland 4, Oregon

Attention: W. Talbot Sinclair
Manager

Gentlemen:

Attached hereto is a carbon copy of a claim which has been filed with the Secretary of State by Portland Wire and Iron Works, Portland 2, against Leslie W. Stoker in the amount of $924. This claim refers to John Day River Bridge No. 7257 and appears to be in connection with our Contract No. 3188 with Mr. Stoker for bridge and grading work on the Bridge Street job in the city of Prairie City, Grant County.

This information is furnished as the United States Fidelity and Guaranty Company appears as surety on the bond executed in connection with Contract 3188.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:mf
Attach.

cc - United States Fidelity & Guaranty Co.
221 Kearns Building
Salt Lake City 6, Utah

Sloan & White
P. O. Box 778
Ontario, Oregon

Mr. Leslie W. Stoker
Route 1
Hyrum, Oregon

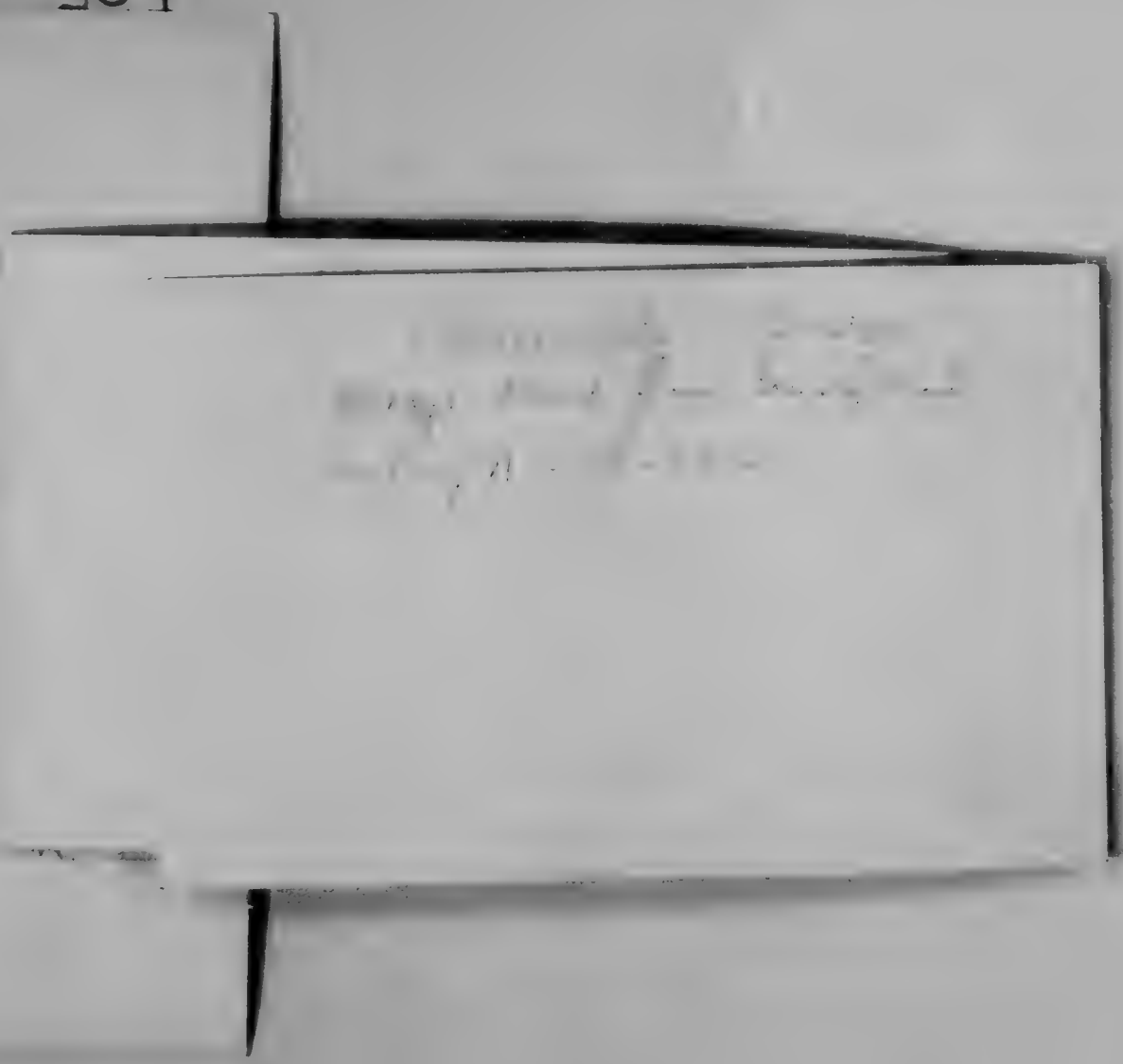
NOTED ON CARD
4-26-50 JR

Pictures of Prairie City Bridge
Before and after Construction

4-8-50

Fig 2

4



RECEIVED
APR 21 1950
FOR FILING

Files

3/+

312 - 1701

3188

UNITED STATES FIDELITY AND GUARANTY COMPANY
PORTLAND OFFICE
1112 CASCADE BUILDING
520 S. W. SIXTH AVENUE, PORTLAND 4, OREGON
TELEPHONE: ATWATER 8511

W. TALBOT SINCLAIR
MANAGER

JOSEPH A. BOYCE
SUPERINTENDENT OF CLAIMS

March 31, 1950

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

This will acknowledge your letter of March 29th addressed to this office wherein you advise claim has been presented by Mercer Steel Company, Inc. against Mr. Stoker alleging that he is indebted to them in the amount of $1,773.60 arising out of work performed under Contract No. 3188, such work being for a bridge and grading on the Prairie City (Bridge Street) John Day River city street section in Prairie City.

Our records do not disclose that the bond referred to was issued by this office, and we believe the same probably was issued from our Salt Lake City office and your letter of March 29, 1950, together with the enclosure is being forwarded to our Salt Lake City office at 221 Kearns Building, together with a copy of this letter.

Yours very truly,

Jos. A. Boyce
Supt. of Claims

JAB:hj
cc: USF&G - Baltimore, Maryland
cc: USF&G - Salt Lake City, Utah
cc: Sloan and White - Ontario, Oregon
cc: Mr. Leslie W. Stoker - Nyssa, Oregon

REFERRED TO
BY SECRETARY

How about it??
Right - 221 Kearns Bldg.
Salt Lake City 8
E.A. Bjorklund
our address record has been changed to Salt Lake

RECEIVED
APR 3 1950
OREGON
STATE HIGHWAY COMMISSION

send future letters to both Salt Lake & Portland offices
7Q

U. S. F. & G.

RECEIVED
MAR 31 1950
FOR FILING

312-1701

3184

March 29, 1950

W. Talbot Sinclair, Manager
United States Fidelity & Guaranty Co.
1112 Cascade Building
Portland 4, Oregon

Dear Mr. Sinclair:

We have today received a letter from Mercer Steel Company, Inc., 2555 Northwest Nicolai Street, Portland 10, advising that Mr. Stoker owes them $1,773.60 for steel furnished to him on the Bridge Street Bridge in Prairie City, Oregon. This appears to be our Contract No. 3188 with Mr. Stoker for a bridge and grading on the Prairie City (Bridge Street) John Day River city street section in Prairie City.

A copy of the invoice submitted by the Mercer Steel Company is attached.

This information is furnished as the United States Fidelity and Guaranty Company appears as surety on the bond executed in connection with Contract 3188.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAC:ml
Attach.

cc - United State Fidelity & Guaranty Co.
Baltimore 3, Maryland

Sloan and White
P. O. Box 778
Ontario, Oregon

Mr. Leslie W. Stoker
Route 1
Nyssa, Oregon

3-29-50

INVOICE

ATWATER 0141

MERCER STEEL COMPANY, INC.

REINFORCING STEEL AND SPECIALTIES
2555 N.W. NICOLAI STREET
PORTLAND 10, OREGON

Sold to Leslie W. Stoker
Nyssa, Oregon

Date August 31, 1949

Your Order No.

Shipped to John Day Bridge
Prairie City, Ore.
8-11-49

Our Order No. 4047

F. O. B. Job

Terms 1/2 of 1% ten days; 30 days net

80	Pcs.	1/2"	Rd.	4'6"	Mark	401	Bent
32	"	1"	Sq.	5'9"	"	801	"
32	"	"	"	9'11"	"		
32	"	"	"	4'3"			
32	"	5/8"	Rd.	4'0"			
136	"	3/8"	"	5'8"	"	301	
4	"	1-1/4"	Sq.	25'0"			
8	"	"	"	36'0"			
4	"	"	"	40'0"			
8	"	"	"	47'0"			
16	"	3/4"	Rd.	22'0"	Bent		
16	"	1"	Sq.	33'0"			
8	"	"	"	24'0"			
16	"	1-1/8"	"	27'0"	Mark	901	Bent
8	"	3/8"	Rd.	5'8"	"	302	"
8	"	"	"	5'10"	"	303	"
8	"	"	"	6'2"	"	304	"
8	"	"	"	6'6"	"	305	
8	"	"	"	6'10"	"	306	"
8	"	"	"	7'2"	"	307	"
8	"	"	"	7'6"	"	308	"
8	"	"	"	7'10"	"	309	"
8	"	3/8"	"	8'2"	"	310	"
8	"	"	"	8'5"	"	311	"
8	"	"	"	8'8"	"	312	"
8	"	"	"	8'8"	"	314	"
8	"	"	"	8'6"	"	315	"
8	"	"	"	8'4"	"	316	"
8	"	"	"	8'2"	"	317	"
8	"	"	"	8'0"	"	318	"
8	"	"	"	7'10"	"	319	"
8	"	"	"	7'8"	"	320	"
8	"	"	"	7'6"	"	321	"
8	"	"	"	7'4"	"	322	"
8	"	"	"	7'2"	"	323	"
8	"	"	"	7'0"	"	324	"
8	"	"	"	6'10"	"	325	"
8	"	"	"	6'8"	"	326	"
8	"	"	"	6'6"	"	327	"
76	"	"	"	6'4"	"	328	"
32	"	"	"	5'7"	"	329	"
24	"	"	"	6'4"	"	330	"

Cont. on page #2

INVOICE ATWATER 0141

MERCER STEEL COMPANY, INC.

REINFORCING STEEL AND SPECIALTIES
2555 N.W. NICOLAI STREET
PORTLAND 10, OREGON

Sold to: Leslie W. Stoker, Nyssa, Oregon
Date: August 31, 1949
Shipped to: John Day Bridge, Prairie City, Ore.
Your Order No.:
Our Order No.: 4047
F. O. B.: 8-11-49, Job
Terms: 1/2 of 1% ten days; 30 days net

Page #2

6	Pcs.	1"	Rd.	26'3"	Mark	802	Bent
6	"	"	"	26'9"			
69	"	3/8"	"	5'10"	"	331	"
8	"	1"	"	34'2"	"	803	"
66	"	3/8"	"	5'6"	"	332	"
4	"	1/2"	"	32'2"			
48	"	"	"	3'0"	"	402	"
50	"	5/8"	"	28'10"	"	501	"
51	"	"	"	28'2"	"	502	"
51	"	"	"	28'9"	"	503	"
82	"	1/2"	"	32'0"			
14	"	3/8"	"	31'4"			
4	"	1/2"	"	31'9"			
50	"	"	"	8'7"	"	403	"
50	"	"	"	8'2"	"	404	"
14	"	"	"	7'0"	"	405	"
2	"	3/8"	"	5'7"			
2	"	"	"	5'0"			
4	"	1/2"	"	14'1"	"	406	"
6	"	3/8"	"	31'4"			
4	"	1/2"	"	31'9"			
35	"	"	"	5'1"	"	407	"
35	"	"	"	4'8"	"	408	"
6	"	"	"	7'0"	"	409	"
2	"	3/8"	"	2'0"			
2	"	"	"	1'11"			
4	"	1/2"	"	12'1½"	"	410	"
80	"	5/8"	"	5'3"	"	504	"
28	"	3/8"	"	3'2"	"	333	"
8	"	"	"	4'8"	"	334	"
4	"	1/2"	"	2'2"			
4	"	"	"	1'5"			
4	"	"	"	3'8"			
4	"	"	"	3'1"			
4	"	"	"	5'4"			
4	"	"	"	3'9"			
8	"	"	"	2'4"			
8	"	"	"	3'11"			
8	"	"	"	3'3"			

3/8"	Rd.	1733#
1/2"	"	3399#
5/8"	"	5103#
3/4"	"	548#
1"	"	1578#
1"	Sq.	4614#
1-1/8"	"	1859#
1-1/4"	"	4909#
		23743# @ $7.47 cwt.

$1773.60

RECEIVED
MAR 31 1950
FOR FILING

12-1701
188

3188 Two Issued

March 29, 1950

Mercer Steel Company, Inc.
2555 N. W. Nicolai Street
Portland 10, Oregon

Attention: Mr. Neil A. Austin

Gentlemen:

This is to acknowledge your letter of March 27 to which was attached a carbon copy of a letter addressed by yourself to the Secretary of State. From the invoice attached to your letter it appears that your claim is in the amount of $1,773.60. This claim, you state, is against Leslie W. Stoker for construction of the Bridge Street Bridge in Prairie City. This appears to be our Contract 3188 with Leslie W. Stoker for work on the Prairie City (Bridge Street) John Day River Section in Prairie City.

If the Secretary of State has not already advised you, we can state that the surety on this contract is the United States Fidelity and Guaranty Company whose agent in this instance is Sloan and White, Post Office Box 778, Ontario, Oregon.

Your claim will be noted in our records and we will advise the surety and the contractor of its receipt.

For your information this contract has not yet been completed but is expected to be done about April 30, 1950. Final payment, of course, will not be made until some time after that date.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

NOTED ON CARD
3-29-50 gC

PHONE ATWATER 0141

MERCER STEEL COMPANY, INC.

REINFORCING STEEL AND SPECIALTIES
2555 N.W. NICOLAI STREET
PORTLAND 10, OREGON

March 27, 1950

3188

Mr. Glaisyer
Oregon State Highway Department
Salem, Oregon

Dear Sir:

Enclosed please find a copy of our letter to Earl T. Newbry, Secretary of State.

We will appreciate any assistance you may be able to furnish in our effort to obtain payment for material we have furnished on this Oregon Highway Department job.

Very truly yours,

MERCER STEEL COMPANY, INC.

Neil A. Austin

Neil A. Austin

llg
Encl.

RECEIVED
MAR 28 1950
OREGON
STATE HIGHWAY COMMISSION

Query
previous letter
attached

3-27-50, S-R

March 27, 1950

Earl T. Newbry
Secretary of State
Salem, Oregon

Dear Sir:

On August 11, 1949, we furnished the concrete reinforcing steel to Leslie W. Stoker, contractor of Nyssa, Oregon, necessary for construction of the Bridge Street Bridge, Prairie City, Oregon. Copies of our invoices rendered at that time are attached.

Although we have contacted Mr. Stoker by mail and telephone in our attempts to collect the money due us on this steel, we have not yet received any payment from him. Therefore, please consider this letter as our formal application for payment under Mr. Stoker's bond on the above job.

We will appreciate your acknowledging receipt of this letter together with the name of the company holding the bond and the address of their Oregon agent.

Thank you for your help in the above matter.

Very truly yours,

MERCER STEEL COMPANY, INC.

Neil A. Austin

llg
Encls.
cc: Mr. Glaisyer
Ore. State Highway Dept.

RECEIVED
MAR 28 1950
OREGON
STATE HIGHWAY COMMISSION

Generally
prefer usual letter
note in mind

STRAWBERRY MOUNTAIN, ELEVATION 9600 FEET

CITY OF PRAIRIE

PRAIRIE CITY, OREGON

March 19,1949

NOTED
FORREST COOPER

Mr. Forrest Cooper,
State Highway Comm,
Salem,Oregon.

Dear Sir:

The City Council in regard to the bridge are not in favor of concrete bridge, The Engineer that was here suggested creosote fir construction with concrete piers. His estimate on this project was $8000.00
Bridge street and main st that was surfaced by the highway commission last year is in bad condition and will need a great deal of repair.
The council considered using balance of this alotment to repair streets.
Enclosed forms unsigned as per your letter.

Very Truly Yours,
George Sanderson.
City Recorder.

RECEIVED
MAR 22 1949
ENGINEER
COUNTY & CITY RELATIONS

NOTED
JOHN W. CATTRALL

NOTED
Harold C. Ayers

In the heart of the Blue Mountains---hunting, fishing and recreation center of Eastern Oregon

NOTED
FORREST COOPER

1949

March 9, 1949

Mr. George Sanderson
City Recorder
Prairie City, Oregon

Dear Sir:

This is to inform you that the State Highway Commission on January 24, 1949 approved a project under the $250,000 Special Street Fund Act for the City of Prairie City.

The project involves construction of a bridge across the John Day River on Bridge Street.

In the near future a representative of this office will call on you to go over the details prior to your signing an agreement covering this work.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

Forrest Cooper
Engineer, County and City Relations

JVH:MH

NOTED
JOHN W. CATTRALL

NOTED
Harold C. A[illegible]

RECEIVED
FEB 17 1950
FOR FILING

312-1701
3188

February 16, 1950

Mr. Leslie W. Stoker
Route 1
Hyssa, Oregon

Dear Mr. Stoker:

The State Highway Commission, at its meeting on February 6, 1950, had under discussion your request for an extension of time of 151 days, from November 30, 1949 to April 30, 1950, within which to complete your contract No. 3188 covering the Prairie City (Bridge St.) and John Day River Sections in Grant County.

I am pleased to inform you that the Highway Commission granted your request without penalty. However, I was instructed to inform you that the Commission, in arriving at its decision, considered but did not necessarily adopt either the recommendation of the Engineer or the reasons given by you for failure to complete the project within the specified time.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

gl

Secretary

cc: E. F. Chidsey,
Division Engineer

W. A. Reeves

NOTED ON CARD
2-16-50 gl

RECEIVED
JAN 11 1950
FOR FILING

312-1701

3188

January 11, 1950

W. Talbot Sinclair, Manager
United States Fidelity and Guaranty Co.
1112 Cascade Bldg.
Portland 4, Oregon

Gentlemen:

You are advised of the intention of the State Highway Commission to make semi-final payment to Leslie W. Stoker, on contract No. 3188, covering the Prairie City (Bridge St.) Section in Grant County. This payment, in the amount of $2,202.97, will be made on or after January 21, 1950. The retained percentage is $418.71.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Sloan & White
P. O. Box 778,
Ontario, Oregon

NOTED ON CARD
1-11-50 gk

RECEIVED
JAN 11 1950
FOR FILING

212-1701
3188

January 10, 1950

Request for Extension of Time
No. 5
February 6 and 7 Meeting

State Highway Commission

Gentlemen:

Re: Time Extension on John Day River
Bridge in Prairie City,
Contract No. 3188
Leslie W. Steiner, Contractor

Herewith copy of a request for an extension of time, from November 30, 1949 to and including April 30, 1950, for the completion of the work on the John Day River bridge in Prairie City. This is a city project on a city street in Prairie City.

The structure is complete, with the exception of a small amount of concrete surface finishing, and has been opened to traffic. The surface finish cannot be acceptably done during the cold winter weather, and we have directed the contractor to cease operations until spring, when he will return and do this small amount of surface finish.

Under these conditions, it is recommended that the extension be granted without penalty. This is a State Project and the concurrence of the Bureau of Public Roads in this recommendation is not required.

Very truly yours,

H. E. Baldock
State Highway Engineer

Attachment

OSP:gm

RECEIVED
AUG 3 1949
FOR FILING

312-4001

3188

August 3, 1949

Mr. Leslie W. Stoker
Route 1,
Hyssa, Oregon

Dear Sir:

We enclose herewith, a fully executed copy of contract No. 3188, which was awarded to you on June 28, 1949 by the State Highway Commission, for the Prairie City (Bridge Street) Section over the John Day River in Grant County. This copy is for your records and files.

An executed copy of the above contract is being sent to the surety on your bond.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rm
encl. 1

RECEIVED
JUN 29 1949
FOR FILING

312-4001

3188

June 29, 1949

Mr. Leslie W. Stoker
Route 1
Hymm, Oregon

Dear Mr. Stoker:

The State Highway Commission on June 28, 1949, awarded you the contract for grading and construction of a bridge on Bridge Street in the City of Prairie City, in Grant County. This award was based on your low bid of $15,515 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

mw
cc - Mr. S. H. Probert

250,000 (49)

Prairie City 12-16-48

Contacted City Recorder Geo. Sanderson, Mayor E W. Kirkendall out of town

Mr. Sanderson stated city officials in agreement with bridge being most needed improvement.

This bridge cannot be crossed by trucks (I would not drive across it) and the evidence shows it has carried log and oil trucks until broken down.

The trucks now travel main St but city feels they should not cross main St bridge and also the grade is steep at intersection of main and John Day Highway and corner is sharp.

The two mills located close to Prairie city told me which had an average of 18 truck loads of logs a day and also logs are hauled to John Day Valley the estimate of citizens and saw mill operators was at least 24 a day as an average over John Day Highway in season from Bridge Street

This bridge will have to be completly rebuilt and I do not feel qualified to estimate its cost

Would suggest Bridge Dept visit city and make estimate.

From my findings I believe this project would get 4/4.

W. C. Ayers
12-20-48

R E S O L U T I O N

11-8-48

WHEREAS, Section 2 of Chapter 425, Oregon Laws 1947, provides:

"Beginning with the year 1947 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, Chapter 413, Oregon Laws 1945; section 115-528, O.C.L.A., in the event it becomes law; section 29 of house bill No. 175 of the forty-fourth legislative assembly, and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act; but in no event shall payment under this act be made to cities for any year unless more than $11,000,000 is credited to such fund, and allocations hereunder shall be made to cities only from any excess over $11,000,000 credited to such fund in any year",

and

WHEREAS, Section 3 of said act provides that:

"Such appropriation shall be allocated to the cities as follows: The sum of $250,000 shall be withdrawn from such appropriation and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said $250,000 shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities",

and

WHEREAS, the City of Prairie City is an incorporated city of the State of Oregon, and has a population of 702, as given by the latest official census, and

WHEREAS, the following streets of said city, Bridge Street Bridge at John Day River, and Johnson Ave from Front St North to City Limits

_____

_____

_____

_____,

are not a part or parts of the state highway system, but are streets of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy industrial traffic", and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement, and such city is without necessary funds with which to do said work,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit: _____

Bridge St Bridge at John Day River & Johnson
Cut from Front St to North City Limits

_____

_____

_____

_____,

are in need of repair, reconditioning and other major improvement.

2. That said streets are in their present state and condition of disrepair, by reason of a sudden increase in population in the area, or because of excessive and unusual industrial traffic, and the city is without the funds necessary to put said streets in proper condition for the traffic to which they are being subjected.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair and other improvement out of funds allocated and made available by and through

the said $250,000 appropriation of state highway revenues.

4. That the City of Prairie City does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation.

Passed and approved this 8 day of November, 1948

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- - - - - - - - - - -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Prairie City at a regular or special meeting of said council, held on the 8 day of November, 1948 and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 15 day of November, 1948

George Sanderson
City Recorder

City Limits
1ST.
ST. AVE.
AVE.
2ND. AVE.
AVE.
ST.
3RD.
ST.
McHALEY
METCHAN
ATH. COZART
JOHNSON
ST. ST
WILLIAMS
ST.
To Unity
WATER
ST.
ST.
ST.
HWY
ST.
FRONT
DAY
6TH.
ST.
1ST.
WASHINGTON
ST.
KILBOURNE
2ND. MAIN
3
2
JOHN
To John Day
10
11
ST.
ST.
SHORT ST.
RIVER
BRIDGE
S.V.R.R.
City Limits
JOHN DAY
9TH.
ST.
10TH.
AVE.
ST. AVE.
ST.
AVE.
AVE.
AVE.
11TH. AVE.
AVE.
ST.
11TH. ST.
ST.
12TH.
VERHOLT
McCALLUM
BRIDGE
NEEHAM
COZART
13TH. JOHNSON
McHALEY
HALL
ST.
PRAIRIE CITY
Scale 1"=800'

15-1018 North Medford Landscaping 1949
Proj., Pacific & Crater Lake Hwy.
#3189

RECEIVED
MAR 30 1950
FOR FILING

Files

15-1018

316y
(Contract No.)

OREGON STATE HIGHWAY COMMISSION

March 22, 1950
(Date)

3-final
(Est. No.)

Western Golf Course Supply Co.
(Contractor)

Vou. No:
334

Warrant No:
367186

Amt: $
300.00

Date:
Jan. 25, 1950

REMARK

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. This warrant will be held in the Accounting Division until advised by you that release is authorized.

Specified completion date:

Completed:

ACCOUNTING DIVISION

Contract Accepted:

Time Extensions:

Penalties:

Claims:

Remarks:

Date:

Accounting Division:

Release of the above warrant is hereby authorized:

H. B. Glaisyer

Warrant Mailed: MAR 29 1950

NOTED ON CARD
3-29-50, gf

Jan. 30, 1950

Western Golf Course Supply Co.
(Contractor)

Contract No. 3189 Est. No. 3-final

Warrant No. 367186 Date 1/25/50

$300.00

The above warrant in payment of FINAL ESTIMATE on above contract has been received and will be held by the Accounting Division until authority to release is received.

Accepted No

Time Extensions To Nov.30,1949

Claims None

Remarks:

Hold warrant until accepted by the Commission.

Date: Jan. 31, 1950

Release of the above warrant is hereby authorized.

Warrant mailed, (date)

RECEIVED
MAR 30 1950
FOR FILING

15-10 18

OREGON STATE HIGHWAY COMMISSION

March 22, 1950
(Date)

3189 (Contract No.)	3-final (Est. No.)	Western Golf Course Supply Co. (Contractor)	
Vou. No:	Warrant No:	Amt: $	Date:
334	367186	300.00	Jan. 25, 1950

DEBERK

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. This warrant will be held in the Accounting Division until advised by you that release is authorized.

Specified completion date: Oct.31,1949

Completed: Nov.30,1949

ACCOUNTING DIVISION

Contract Accepted: March 21,1950

Time Extensions: Extended to Nov.30,1949

Penalties: None of record

Claims: None of record

Remarks:

Date: 3-23-50

Accounting Division:

Release of the above warrant is hereby authorized:

H. B. Glaisyer

Warrant Mailed:

RECEIVED
FEB 27 1950
FOR FILING

15-1018
3159

February 24, 1950

Western Golf Course Supply Co.
1006 S. E. Hawthorne Blvd.
Portland, Oregon

Gentlemen:

Your letter of February 22, 1950, directed to Carl F. Smith of our Accounting Division, in which you inquire as to the final payment due you in connection with Contract No. 3109, North Medford Landscaping Project, has been referred to me for reply.

The reason that final payment has not been sent to you is because the State Highway Commission has not as yet accepted the job. I have been informed that the project was completed in a satisfactory manner, and that it will be presented to the Commission at its next regular meeting for acceptance. The final warrant will be mailed to you immediately thereafter.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBB:te

cc - Carl F. Smith (2)

LAWN HEADQUARTERS

WESTERN GOLF COURSE SUPPLY CO.

Equipment for Golf Courses · Parks · Cemeteries · Estates

~~EAST 2164~~
VE. 6446
VE. 3317

1006 S. E. HAWTHORNE BLVD.
PORTLAND, OREGON

February 22, 1950

Mr. Carl F. Smith
Accounting Division of
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Sometime ago we received your form A-20 showing completion of contract 3189-EST. 3 final for $300.00. As yet we haven't received remittance covering this work, and we are drawing it to your attention for the reason that we have received the final estimate on contract 3204 in the amount of $551.21, even though this latter estimate was prepared sometime after the first one we have mentioned.

We have just been wondering if the remittance, or voucher, for the final payment on contract 3189 has been mislaid in some manner. Will you kindly advise.

Yours truly,

WESTERN GOLF COURSE SUPPLY CO.

Floyd H. Davis

Floyd H. Davis
Office Manager

FHD:od

ANSWERED
H. B. GLAISYER

will answer Mar 20

The BLOHM SYSTEM LAWN RE-VITALIZATION

POWER AND HAND MOWERS – LAWN EQUIPMENT – SPRINKLING SYSTEMS – GRASS SEED – FERTILIZER

RECEIVED
JAN 11 1950
FOR FILING

15-1018

3189

January 11, 1950

Glens Falls Indemnity Co.
Pacific Coast Dept.
Mills Tower
San Francisco, Calif.

Gentlemen:

Please be advised that State Highway Contract No. 3189, for landscaping on the North Medford Section of the Pacific and Crater Lake Highways in Jackson County, has been completed by the contractor, Western Golf Course Supply Co., and that final payment in the amount of $300 will be made after acceptance by the Highway Commission.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $4,563.20, and that no force account work was performed on the project. This contract was completed on November 30, 1949 but has not as yet been accepted by the Commission.

This notice is sent to you as you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Jewett,Barton,Leavy and Kern
Lewis Building
Portland 4, Oregon

NOTED ON CARD
1-11-50 gl

RECEIVED
JAN 11 1950
FOR FILING

15 - 1018

3189

January 9, 1950

Western Golf Course Supply Co.
1006 E. E. Hawthorne Blvd.
Portland, Oregon

Gentlemen:

The State Highway Commission, at its meeting on December 19, 1949, had under discussion your request for an extension of time of 30 days, from October 31 to November 30, 1949, within which to complete your contract No. 3189 for landscaping on the North Medford Section of the Pacific and Crater Lake Highways in Jackson County.

I am pleased to inform you that the Highway Commission granted your request without penalty. However, I was instructed to inform you that the Commission, in arriving at its decision, considered but did not necessarily adopt either the recommendation of the Engineer or the reasons given by you for failure to complete the project within the specified time.

Respectfully yours

Secretary
OREGON STATE HIGHWAY COMMISSION

HBS:gl

cc: K. D. Lytle,
Division Engineer

H. O. Smith

...D ON CARD
1-9-50 gl

RECEIVED
DEC 15 1949
FOR FILING

15-1018

3189

December 14, 1949

Glens Falls Indemnity Co.
Pacific Coast Dept.
Mills Tower
San Francisco, Calif.

Gentlemen:

You are advised of the intention of the State Highway Commission to make semi-final payment to Western Golf Course Supply Co., on contract No. 3189, for landscaping on the North Medford Section of the Pacific and Crater Lake Highways in Jackson County. This payment, in the amount of $969.47, will be made on or after December 24, 1949. The retained percentage amounts to $300.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Jewett, Barton, Leavy and Kern
Lewis Bldg.
Portland 4, Oregon

NOTED ON CARD
12-14-49 gl

Form E-1—836—7-49

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Dec. 3, 19 49

Section North Medford — Kind of work Landscaping

Highway Pacific and Crater Lake — Section prefix 15-1018

Contractor Western Golf Course Supply Co. — Contract number 3189

Date of contract June 28, 19 49 — Date of completion Oct. 31, 19 49

Date work started Aug. 19 19 49 — Estimated date of completion Nov. 30 19 49

Amount of contract . . . . . $ 4,919.00 — Per cent of time elapsed . . . %

Estimated cost of completed project, exclusive of engineering $4,563.20

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date $ 382, 8.4 % — Date project was completed Nov. 30, 19 49

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Monday and Tuesday 2 men spaded shrub beds and put sawdust mulch material around trees and in shrub beds.

Trees 6 feet and over were staked. Wednesday, 2 pin oaks arrived from Portland and were planted, which completed this project.

H. W. LIBBY

NOTED
E. M. [illegible]

Signed M B Merrill Res. Eng'r.

Address Medford, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

Landscaping

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	2				

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheep-foot rollers .....,

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	showers		
Monday	cloudy		
Tuesday	"		
Wednesday	"		
Thursday			
Friday			
Saturday			

RECEIVED
DEC 5 - 1949
OFFICE OF
CONSTRUCTION ENGINEER

State Printing Dept. 32571

RECEIVED
NOV 18 1949
FOR FILING

15-1018

3189

November 16, 1949

Request for extension of time
No. 4
December 19 and 20 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from the Western Golf Courses Supply Co. for an extension of time on Contract No. 1169, North Medford Landscaping Project Section, from October 31, 1949 to November 30, 1949.

The contractor has completed all of the planting with the exception of the trees which were required under the contract. The surveyors have advised that, due to mild weather conditions, it would not be advisable to move the trees from the nurseries to the project until the sap has gone down and the leaves have fallen.

For this reason I would recommend the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams
Mr. H. G. Smith

RECEIVED
OCT 25 1949
FOR FILING

15-10 18
3189

October 17, 1949

Western Golf Courses Supply Co.
1006 S. E. Hawthorne Blvd.
Portland, Oregon

Gentlemen:

Subject: Contract No. 3189
North Medford Landscaping

Reply is to your letter of October 11 requesting substitution for three Scotch Pine specified in the subject job. Confirming Mr. Neale's telephone conversation with you, we find that the Scotch Pine are available at Portland Nursery or Hamilton Nursery here in Salem.

With respect to the substitution of Andorra Junipers for the Bar Harbor Juniper specified, there is no objection and you have our permission to make such substitution.

It is also requested that the two Balloon White Poplars specified for planting north of the railroad overcing be cancelled to eliminate any possibility of restricting sight distance of the railroad by eastbound traffic.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

H. G. Williams
First Assistant State Highway Engineer

cc: R. E. Probert
E. B. Lytle (2)
M. E. Antrup
Ruby Siegmund

MHA:be

WESTERN GOLF COURSE SUPPLY CO.

Equipment for Golf Courses · Parks · Cemeteries · Estates

EAst 2164 — 1006 S. E. HAWTHORNE BLVD.

PORTLAND, OREGON

October 11, 1949

Mr. Mark Astrup, Landscape Architect
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Astrup:

In regard to the planting on the job we did for you in Medford at the "Y" at the North entrance to Medford, we have up to now found it impossible to obtain any Scarlet oak trees. We believe you will find this is quite generally the case at this time. We were wondering if you would specify some other trees in place of the Scarlet oaks.

We were also wondering if you would not like to substitute Andorra junipers in place of the Bar Harbor junipers, which you have specified. We find that the Bar Harbor juniper does not thrive well at all in Southern Oregon, and the Andorra does very well. We can obtain the Bar Harbor, and the cost to us is identical with the Andorra. We are merely making this suggestion in the interests of securing a more satisfactory job for you.

With best regards, we are

Very truly yours,

WESTERN GOLF COURSE SUPPLY CO.

S. T. Blohm
os

S, T. Blohm
Manager

RECEIVED
OCT 12 1949
OREGON
STATE HIGHWAY COMMISSION

LMT:od

Doerfler Nursery has 6'-7' 12'-15'
Ferrills " has (2) 6'-7' (2) 10'
Reinholtz has Red Oak only

Informed Blohm's office

The BLOHM SYSTEM LAWN RE-VITALIZATION

POWER AND HAND MOWERS – LAWN EQUIPMENT – SPRINKLING SYSTEMS – GRASS SEED – FERTILIZER

RECEIVED
AUG 3 1949
FOR FILING

15-10 18

3189

August 3, 1949

Western Golf Course Supply Co.
1006 S. E. Hawthorne Blvd.
Portland, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3189 which was awarded to you on June 28, 1949 by the State Highway Commission, covering landscaping on the North Medford Section of Pacific and Crater Lake Highways in Jackson County.

An executed copy of the above contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

RECEIVED
JUN 29 1949
FOR FILING

15-1C 18

3189

June 29, 1949

Western Golf Course Supply Company
1006 S. E. Hawthorne Boulevard
Portland, Oregon

Gentlemen:

The State Highway Commission on June 28, 1949, awarded you the contract for landscaping the North Medford Section of the Pacific and Crater Lake Highways, in Jackson County. This award was based on your low bid of $4,919 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

cc

cc - Mr. S. H. Probert
Mr. Mark Astrup

RECEIVED
JUL 6 1949
FOR FILING

15-1018

3159

CITY OF MEDFORD
OREGON
OFFICE OF THE MAYOR

June 9, 1949

REFERRED TO
Asst. Chief Engineer

Mr. W. C. Williams
First Assistant State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Williams:

I am sorry there has been a delay in answering your letter of May 18, but it was necessary for me to take your request for free water for the proposed park on the north entrance of Medford, before the City Council.

I have enclosed a letter from the Medford Water Commission, which I believe you will find is self explanatory.

Not being convinced that we would have to abide by the Water Commission's rule, and thought possibly the Council would offer some help in this manner, I asked them to aid you in making the park a reality and as they expressed themselves, they were all in accord and were very anxious to help in every way, but due to the stand the Water Commission has taken, they were reluctant to reverse them.

I assure you, we are most anxious to cooperate and will do anything that is in our power to help you and do appreciate having this improvement made.

Again thanking you, I am

RECEIVED
JUN 17 1949
OREGON
STATE HIGHWAY COMMISSION

Noted MDL

Very truly yours,

D. L. Flynn
Mayor

DLF:ds

PAUL B. RYNNING, CHAIRMAN
EUGENE THORNDIKE
H. A. THIEROLF
S. M. BULLIS
HARRY C. SKYRMAN

WATER COMMISSION

CITY OF
MEDFORD, OREGON

ROBERT A. DUFF, SUPERINTENDENT
FRANK P. FARRELL, CITY ATTORNEY
J. R. WOODFORD, CITY RECORDER
DARRELL HUSON, CITY TREASURER
J. T. CONRAD, ASSISTANT SUPERINTENDENT

8 June 1949

Honorable Diamond L. Flynn, Mayor
City of Medford
Medford, Oregon

Dear Sir:

The request of the State Highway Department for free water service for park purposes at the North entrance to the City was presented to the Water Commission for consideration. The Commission has analyzed this request and recommend that free service not be extended to the Highway Department.

Since its inseption, the Water Commission has endeavored to eliminate all free services from the Medford Water System. This has been accomplished. The Commission believes that it would be a poor policy to again permit this type of service, in fairness to the rest of the water users.

The Commission, however, has expressed its willingness to make a connection available to the Highway Park Department on the City water main adjacent to the area proposed to be parked.

We have investigated the policies of other cities in respect to this type of service and all that we have contacted say that a charge is made to the Highway Department for highway park areas.

Very truly yours,

MEDFORD WATER COMMISSION

By Robert A. Duff
Robert A. Duff, Sup't.

RAD/dz

RECEIVED
MAY 20 1949
FOR FILING

File

May 18, 1949

Hon. D. L. Flynn
Mayor of Medford
Medford, Oregon

My dear Mayor Flynn:

Reference is made to your letter of March 28 regarding the landscaping of the entrances to the City of Medford and Mr. Astrup's reply of March 30.

On a recent trip to Southern Oregon, Mr. Astrup attempted to see you regarding this matter. Unfortunately, you were not in. Consequently, we are taking this means of ascertaining what cooperation the City might be willing to give to the Highway Department in the improvement of the highway junction at the north entrance to Medford.

The plans for this roadside improvement project are practically complete. They include the planting of lawn and trees and the installation of a water system in the area. It is intended that we connect with the city water main which crosses the highway junction, and we would consider it a fine measure of cooperation if the City of Medford would agree to furnish water from their mains to this planting without cost to the State.

It is anticipated that bids acceptable to the State Highway Commission will be received in time for construction this fall. Thus, we would appreciate an early reply to this query.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
First Assistant State Highway Engineer

MHA:bs
cc K. D. Lythe
J. G. Bromley
M. H. Astrup

FORM E-123X 10M 3-48

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
BEN. R. CHANDLER, MEMBER
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. H. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

March 30, 1949

COPY

Hon. D. L. Flynn
Mayor of Medford
Medford, Oregon

My dear Mayor Flynn:

It is indeed a pleasure to learn of your interest and desire to have the entrances of your City improved.

The roadside improvement project covering the intersection of the Pacific and Crater Lake highways has been authorized for some time. We have been unable to definitely schedule this work because of the scarcity of pipe required for the water system. The water system, of course, is considered a prerequisite to the satisfactory maintenance of grass and trees proposed for planting in this area. As the supply of pipe appears to be improving, we are calling bids on the Front Street project in Portland at the next meeting of the Highway Commission. If satisfactory bids are obtained for this project, it is planned that bids for the Medford project will be called sometime during this summer for a completion of the job this fall.

We would be very pleased to have the City cooperate in any manner at their disposal, and I shall plan to stop and discuss this subject with you the next time I am in Medford.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: (sgd) Mark H. Astrup

Mark H. Astrup
Landscape Engineer

MHA:be

cc W. C. Williams
K. D. Lytle

CITY OF MEDFORD

OREGON

OFFICE OF THE MAYOR

March 28, 1949

Mr. Mark Astrip
Landscape Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Astrip;

We in the City of Medford are quite interested in landscaping the entrances to our City. We would like to know if you would be willing to cooperate and help us with this project. An early reply would be appreciated.

Respectfully yours,

D. L. Flynn
Mayor

DLF:ds

RECEIVED
STATE HIGHWAY COMMISSION

UI-306(5)	Front Ave. Sec., (Alder St.- Bancroft Planting Proj.)	1949
#3190	Pacific Hwy. West	

RECEIVED
MAR 2 1950
FOR FILING

Files

OREGON STATE HIGHWAY COMMISSION

Feb. 28, 1950
(Date)

W1-306(5)
W1-306(7)
2190

3190 (Contract No.) 5-final (Est. No.) Knight Pearsy & Parkrose Nursery (Contractor)

Vou. No:	Warrant No:	Amt: $	Date:
2420	369486	1,424.36	2/27/50

~~Outer~~

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. This warrant will be held in the Accounting Division until advised by you that release is authorized.

Specified completion date:

ACCOUNTING DIVISION

Completed:
Contract Accepted:

Time Extensions:

Penalties:

Claims:

Remarks:

Date:

Accounting Division:

Release of the above warrant is hereby authorized:

H. B. Glaisyer

Warrant Mailed: MAR 1 1950

NOTED ON CARD
3-1-50

OREGON STATE HIGHWAY COMMISSION

Feb. 28, 1950
(Date)

3190 (Contract No.)	5-final (Est. No.)	Knight Pearcy & Parkrose Nursery (Contractor)	
Vou. No:	Warrant No:	Amt: $	Date:
2420	369486	1,424.36	2/27/50

Mr. H. B. Glaisyer:

The warrant listed aoove is in payment of the final estimate of the above described contract. This warrant will be held in the Accounting Division until advised by you that release is authorized.

Specified completion date: ~~Dec. 20, 1949~~ Nov.30,1949

ACCOUNTING DIVISION

Completed:

Contract Accepted: Feb. 6, 1950

Time Extensions: Extended to Dec.30,1949 without penalty

Penalties: None of Record

Claims: None of Record

Remarks:

Date: 3-1-50

Accounting Division:

Release of the above warrant is hereby authorized:

H. B. Glaisyer

Warrant Mailed:

RECEIVED
FEB 2 1950
FOR FILING

W1-306(5)+7
3190

February 3, 1950

United Pacific Insurance Co.
Fidelity and Surety Dept.
Seattle 4, Wash.

Gentlemen:

Please be advised that State Highway Contract No. 3190, for planting on the Front Ave.(Alder St.-Bancroft St.) Section of the Pacific West Highway in Multnomah County, has been completed by the contractor, Knight Pearcy & Parkrose Nursery, and that final payment in the amount of $1,424.36 will be made after acceptance by the Commission.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $41,449.49, and that no force account work was performed on the project. This contract was completed on December 20, 1949 but has not been accepted by the Highway Commission, however, we anticipate that it will be accepted at the current meeting to be held on February 6 and 7.

This notice is sent to you as you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

Scellars, Foley & Rising, Inc.

NOTIFIED
2-3-50, gl

RECEIVED
JAN 20 1950
FOR FILING

FORM S-80 3824 5-49 24892

W1-306 (5)
306(7)

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
January 18, 1950

SUBJECT:

To: Mr. H. G. Smith
Construction Engineer
State Highway Department
Salem, Oregon

NOTED
W. C. WILLIAMS

FILING D.E.
CITY

Dear Sir:

For your information, Knight Pearcy and Parkrose Nursery have completed all work on the Alder Street-Bancroft Street planting contract No. 3190, except the construction of a special inlet, which will be done later under State Force Order.

You are being notified of the completion of this work at this time, in order that you may advise the City of Portland that the work is completed, and the maintenance of the project is to be turned over to them.

I am sending herewith copy of Mr. Barbee's letter to the Division office.

Yours very truly,

F. T. YOUNG
Assistant Division Engineer

FTY:w
Encl.
cc: Mark Astrup

RECEIVED

EFFECTIVE
Williams

FORM E-20 25M 6-49 32808

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
January 17, 1950

SUBJECT: Maintenance of Landscape areas
Alder St. to Bancroft St.

To: Mr. A. G. Skelton
Division Engineer
State Highway Commission
Portland, Oregon

Dear Sir:

In the matter of maintenance of planted areas on the Front Avenue Project, Alder Street to Bancroft Street Section, contract No. 5190, Mr. Mark Astrup, Landscape Engineer, called from Salem to-day and requested a letter from this office as to whether these areas are ready to turn over to the City of Portland for maintenance.

The contractor has completed all work on this contract. There is one special inlet to be installed on Lowell Street by State forces for which a State Force Order has been written and approved. I imagine this work will be done as soon as the weather moderates. This inlet construction is not a sufficient reason for not turning these areas over to the City.

I would recommend that the City of Portland Public Works Department be notified that these areas are completed and are being turned over to them for maintenance.

Very truly yours,

D. J. Barbee

D. J. Barbee
Resident Engineer

RECEIVED
JAN 19 1950
PORTLAND, OREGON

RECEIVED
JAN 20 1950
FOR FILING

11I-3.4.(5)
(1)
3175

File 7000

January 17, 1950

Mr. W. A. Young
Commissioner of Public Works
Portland, Oregon

Dear Commissioner Young:

Please be advised that all work on the planting contract for the Alder Street-Hancock Street section of the Front Avenue Project, Pacific Highway West, is completed and has been accepted by the State.

Accordingly, the contractor's responsibility for maintenance has terminated and it is requested that the City take over the maintenance of the area in accordance with the agreement and Mr. C. P. Keyser's letter of June 17, 1949.

Two copies of the corrected planting plan for the above section are attached for your information and files.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

H. C. Williams
Assistant State Highway Engineer

Attachments 2

cc: Mr. A. G. Shelton
Mr. H. G. Smith
Mr. M. H. Asbrup

MHA:bo

Form E-1—886—7-48

W1-306(5)
W1-306(7)

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending January 14, 1950, 19

Section Front Avenue (Alder St.- Bancroft St.)

Kind of work Planting

Highway Pacific West

Section prefix 26-1093

Contractor Knight Pearcy and Fairrose Nursery

Contract number 5190

Date of contract June 28, 1949, 19

Date of completion Nov. 30, 1949, 19

Date work started Sept. 6, 1949, 19

Estimated date of completion , 19

Amount of contract . . . . . $ 43,257.50

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering . . . . . $ 42,593.59

Per cent of contract completed, based on total contract price . . . . . %

Engineering cost to date $ 1,551.29, 57 %

Date project was completed December 30, 1949

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi-final estimate was transmitted to Division Engineer this last week.

NOTED
H. W. LIBBY

Signed D. J. Baker

Address P. O. Box 4644 Portland 2, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheep-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
JAN 16 1950
OFFICE OF
CONSTRUCTION ENGINEER

State Printing Dept. 33071

RECEIVED
JAN 11 1950
FOR FILING

W1-306(5)
W1-306(7)
3190

January 10, 1950

Knight Pearcy & Fairbrae Nursery
P. O. Box 12
Salem, Oregon

Gentlemen:

The State Highway Commission, at its meeting on December 19, 1949, had under discussion your request for an extension of time of 30 days, from November 30 to December 30, 1949, within which to complete your contract No. 3190 for planting on the Front Ave. (Alder St.-Bancroft St.) Section of the Pacific West Highway in Multnomah County.

I am pleased to inform you that the Highway Commission granted your request without penalty. However, I was instructed to inform you that the Commission, in arriving at its decision, considered but did not necessarily adopt either the recommendation of the Engineer or the reasons given by you for failure to complete the project within the specified time.

Respectfully yours

Secretary
OREGON STATE HIGHWAY COMMISSION

HBO:gl

cc: A. G. Shelton,
Division Engineer

H. O. Smith

NOTED ON C/F
1-11-50 gk

RECEIVED
JAN 18 1950
FOR FILING

UI-306(5)
UI-306(7)
3190

January 17, 1950

United Pacific Insurance Co.
Fidelity & Surety Dept.
Seattle 4, Washington

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Knight Pearey and Parkrose Nursery, on contract No. 3190 covering Front Ave.(Alder St.-Bancroft St.) Section of the Pacific Highway West in Multnomah County. This payment, in the amount of $2,554.02 will be made on or after January 27, 1950. The retained percentage is $1,237.89.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Please acknowledge receipt of this letter.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rm

cc - United Pacific Insurance Co.
Sellers, Foley & Rising, Inc. Agents
143 S. Liberty St.
Salem, Oregon

NOTED On Draw
1-17-50 gk

RECEIVED
DEC 22 1949
FOR FILING

UI-306(5)
306(7)
3190

December 21, 1949

Mr. T. H. Davis, District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

This is to advise you that work was completed on December 20, 1949 on Contract No. 3190, Front Avenue (Alder St.-Bancroft St.) Section, in connection with Federal Aid Project No. UI-306 (5), UI-306 (7).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DEP:ow

cc: John Gottwald

RECEIVED
DEC 15 1949
FOR FILING

W1-306(5)+306(6)
3190

December 14, 1949

Request for extension of time
No. 19
December 19 and 20 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from Knight Nursery and Parkrose Nursery for an extension of time on Contract No. 3190, Alder Street to Bancroft Street Landscaping Project, from November 30, 1949 to December 30, 1949.

This contract specified approximately 4,800 small, evergreen ground-cover plants, and it was found that they could not be obtained locally in sufficient quantity and some had to be purchased in the East. These plants could not be dug until recently because of weather conditions, and the contractor was delayed because of nonreceipt of the plants.

I would recommend that this extension be granted without penalty. Mr. T. H. Davis of the Bureau of Public Roads concurs in this recommendation.

Very truly yours,

H. H. Baldock
State Highway Engineer

[illegible].
cc Mr. W. C. Williams
Mr. H. G. Smith

hi

RECEIVED
DEC 8 1949
FOR FILING

U1-304(5) U1-304(7)
3190

December 6, 1949

Mr. T. H. Davis
District Engineer
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Will you kindly concur in an extension of time on Contract No. 3190, Alder Street-Bancroft Street Landscaping Project, Ore. U1-305 (7), U1-306 (7) from November 30, 1949 to December 30, 1949 to Knight Feavey and Penbrose Nursery, Contractors.

This contract specified approximately 4,800 Rosaysus plants, and it was found that these could not be obtained locally but must be purchased in the East. These plants could not be dug until recently because of weather conditions, and the contractor was therefore delayed because of non-receipt of the plants.

I would recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

By:

W. C. Williams
Assistant State Highway Engineer

cc: E. G. Smith

RECEIVED
OCT 22 1949
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

File

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

P. O. BOX 2869
PORTLAND 8, OREGON

OREGON DISTRICT
UT-306(5)
(7)
2170

October 21, 1949

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are returning herewith a copy of your letter of October 3 approving changes in planting specifications for Oregon Project No. UI-306(5) and 306(7), Harbor Drive Section of the Pacific Highway. The letter has been signed to indicate our approval, although we believe that the record should be supplemented to show why the changes were necessary.

A change in landscaping plans or specifications should not be made for the contractor's convenience any more than a change in a construction contract would be. The contractor agreed, without reservation, to furnish the plants as shown by the plans. If an unanticipated change in the available supply occurred, it should be explained, and in any event we should have a statement as to what efforts were made to secure the specified plants.

Also, your letter of October 3 does not constitute a complete agreement. It appears to be an acceptance of an offer by the contractor, but for all we know it may be a counter-offer. While performance will constitute an acceptance by the contractor, copies of correspondence showing offer and acceptance should ordinarily be furnished if the price agreement form is not used. In this case it is noted the letter is not even addressed to the contractor as shown by the contract, though the discrepancy probably is immaterial. Also, the wording of the letter is rather loose to express a contract; items 12 through 15 call for a guarantee, but the duration and nature of the guarantee are not stated. The basis of payment is obtained only by implication that the contract unit prices should be used, and the word "specified" in the last line would have been more definite if the word "originally" had preceded it.

As this letter covering a major change in specification appears to have been prepared without regard to the usual administrative practice in such matters, it is requested that in the future, proposals for changes such as this be carefully reviewed and fully supported when submitted for our approval.

Very truly yours,

T. M. DAVIS
District Engineer

W. C. WILLIAMS

RECEIVED
OCT 24 1949
OREGON
STATE HIGHWAY COMMISSION

Encl.

Copy to Astrup.

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. S. McCULLOUGH
ASST. STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

October 3, 1949

UPI

COPY

Pearcy & Morand
10815 Sandy Blvd.
Portland 20, Oregon

Dear Sirs:

Subject: Contract No. 3190, Projects U1-306(7) and U1-306(5)
Front Avenue Section, Pacific Highway West

Due to your expressed inability to obtain certain plant materials in accordance with the specifications of the subject contract, the following substitutions or changes to the specifications are approved:

No.	Specified Item	Substitute Item	Location
1	Libocedrus decurrens, 54-5/6'	54 Thuja plicata fastigiata	Sheet 31, area 35 Sheet 33, area 51 Sheet 19, area 25,26 Sheet 20, area 33,35,35a
2	Cotoneaster pannosa nana, 105-18/24"	105-10/12" bushy	Sheet 34, area 61 Sheet 35, area 72
3	Eleagnus pungens, 4-3/4'	4 Cotoneaster parnayi 3/4'	Sheet 36, area 74
4	Erica carnea King George, 755-9/12"	755 Erica med. hybrids, 9/12"	Sheet 34, area 54 Sheet 16, area 10,11
5	Calluna vulgaris rosea, 100-12/15"	100 Erica vagans rosea, 12/15"	Sheet 37, area 77
6	Berberis buxifolia nana, 240-12/15"	200 Pernettya 18" and complete with 40 Berberis buxifolia nana	Sheet 32, area 36
7	Prunus lusitanica, 72-18/24"	72 Prunus laurocerasus	Sheet 32, area 36
8	Berberis wilsoni, 510-18/24"	380 Berberis koreana and 130 Berberis sargentiana	Sheet 19, area 18

No.	Specified Item	Substitute Item	Location
9	Chamaecyparis Yellowthread, 26-18/24"	26 Chamaecyparis obtusa crippsi	Sheet 15, area 3, 4
10	Erica cinerea alba, 180-9/12"	180 Erica vagans alba	Sheet 35, area 66
11	Euonymus fortunei vegetus, 190-15/18"	50 Escallonia Appleblossom	Sheet 19, area 23
		84 Escallonia Appleblossom and 70 Calluna vulgaris H.E. Beale in lieu of 140 Euonymus	Sheet 19, area 28
		20 Escallonia Appleblossom	Sheet 35, area 71
12	Juniperus communis depressa, 16-12/15"	Plants to be furnished bare-root and guaranteed against loss	Sheet 16, area 10,11
13	Juniperus horizontalis blue, 130-12/15"	Same as above	Sheet 15, area 4 Sheet 33, area 44
14	Juniperus sabina Von Ehon, 30-15/18"	Same as above	Sheet 33, area 45
15	Pinus mughus, 106-15/18"	Same as above	Sheet 19, area 18 Sheet 20, area 32 Sheet 35, area 66
16	Rhododendron cunninghami, 2-24/30"	6 Azalea ledifolia, 15-18" in lieu of 2 Rho. cunn.	Sheet 15, area 5
17	Cotoneaster adpressa, 500-9/12"	500 Cotoneaster dammeri 9/12"	Sheet 34, area 61

It is understood that in cases where the total of the substitutions exceeds the total of the plants specified that payment by the State will be on the basis of the specified number.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

/s/

W. C. Williams
First Assistant State Highway Engineer

Recommended for approval as a MINOR CHANGE.
OCT 18 1949
(Date) - District Engineer

APPROVED as a minor change.

No major change in terms of or reference to the major contract in agreement amount will result from this change.

OCT 20 1949
Date: ---------- By ----------
W. H. LYNCH
Division Engineer
U. S. Bureau of Public Roads

L. J. CAUFIELD
Principal Highway Engineer

RECEIVED
OCT 25 1949
FOR FILING

UI-3a(6)(E)
(7)
319

1449w

October 17, 1949

Mr. T. H. Davis
District Engineer
Bureau of Public Roads
General Services Administration
P. O. Box 3900
Portland 8, Oregon

Dear Mr. Davies

The following information is submitted in response to your letter of 11 October, 1949, regarding substitutions of plant material on Oregon Projects UL-306(5) and UL-306(7), Front Avenue, Portland.

We were thoroughly conversant of the time plans were prepared with the possibility that some substitutions in plant varieties or sizes would be necessary. We had made reasonable checks that the materials specified were available, but the supply of shrubbery is still on the short side and the fact that an item is available today does not mean that it will be available tomorrow. This proved to be the case.

In the substitutions provided under numbers 4, 5, 7, 11 and 17 in our letter of October 3 to the contractor, the contractor did obtain the difference between the quantities specified and the number specifically listed for substitution in our letter.

The procedure of effecting necessary substitutions was discussed fully prior to the adoption of the method employed. It did not appear to us that the price agreement form was as applicable in this instance as there was no change in the contract price or specification other than the substitution of acceptable and available plants. The letter does state the specified item, the substitute item and gives the proper location so that all changes are a matter of record.

There is attached four additional copies of our letter of October 3 to the contractor and one additional set of plans as requested in your letter of October 11.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

H. G. Williams
First Assistant State Highway Engineer

cc: H. G. Smith
S. H. Prebert
A. G. Shelton
M. H. Agerup
Attachments 5

MHA:be

ASSIGNMENT No. 1449 Ext

SCRIPTION: Let. 10-11-49 fr T. M. Davis requesting approva. of substitutions of various shrubs and plants on Oregon Projects UI-306(5) and UI-306(7), Front Ave., Portland

DATE: 10-12-49

ASSIGNED TO: M. H. Astrup

- ☐ Investigation and report to this office
- ☐ Reply direct with copy to this office
- ☒ Return with drafted reply
- ☐ Comment or recommendation and return to this office
- ☐ Investigation and such action as is necessary
- ☐ Please prepare reply for my signature
- ☐ Assignment executed Date 17 Oct 49 MHA
- ☐ _____

REPORT RECEIVED:

REMARKS:

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

October 11, 1949

Mr. R. M. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Receipt is acknowledged of Mr. Williams' letter of October 5, 1949 requesting approval of substitutions of various shrubs and plants on Oregon Projects UI-306(5) and UI-306(7), Front Avenue, Portland.

We have reviewed your letter of October 3rd to the contractor, but before recommending approval, additional information will be required.

First, you state the substitution is necessary due to the contractor's inability to locate certain varieties, quantities or sizes. We should have information as to why he is unable to obtain these shrubs since he bid on these varieties at the bid opening June 28,1949 and now substitution of 17 different types of shrubs out of a total of 42 are requested.

It is also noted that substitutions provided under numbers 4, 5, 7, 11 and 17 in your letter to the contractor do not cover the full quantities of shrubs provided for under the contract. Presumably the contractor has been able to secure a certain quantity of specified shrubs but not in sufficient quantity to meet plan requirements. This should be clarified.

In substitutions of this kind it seems to us that a supplemental agreement should be executed with the contractor similar to your regular practice of Price Agreements.

Before forwarding this change for approval, we will require the information above requested and also four more copies of your letter of October 3, 1949 to the contractor, together with one additional set of plans showing the areas noted in that letter.

Very truly yours,

T. H. DAVIS
District Engineer

RECEIVED
OCT 12 1949
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 7 1949
FOR FILING

WI-306(7) WI-306(5)

October 5, 1949

Mr. T. H. Davis
District Engineer
Bureau of Public Roads
General Services Administration
P. O. Box 3900
Portland 8, Oregon

Dear Mr. Davis:

There is transmitted herewith for your information and approval copy of the letter to Peppy & Howard, contractor on the projects WI-306(7) and WI-306(5), Front Avenue Sandbar, Pacific Highway West.

Due to the contractor's inability to locate certain varieties, quantities or sizes in item 2 "Furnishing and Planting Shrubs" of contract no. 3190, substitutions were mutually agreed upon of plants that were available. Knowing that the contractor is shipping in plant materials from all sections of the United States to complete this order and that he has acted in good faith in attempting to obtain the plants specified in those cases where the plants are not available, we have varied such a substitution which is entirely favorable to the State and to the contractor. These substitutions do not change or increase the amount of the contract price.

Very truly yours,

H. H. Baldock
State Highway Engineer

By

H. O. Williams
First Assistant State Highway Engineer

MHA:bc

Enclosure

cc H. O. Smith
S. H. Prebert
A. O. Hamilton (3)
M. M. Ashcraft

RECEIVED
OCT 4 1940
FOR FILING

UCI-306 (7) + 306 (5)
3190

76048

October 3, 1940

Penney & Burrud
10813 Sandy Blvd.
Portland 20, Oregon

Dear Sirs:

Subject: Contract No. 3190, Projects U-306(7) and U-306(5)
Fremont Avenue Section, Pacific Highway West

Due to your expressed inability to obtain certain plant materials in accordance with the specifications of the subject contract, the following substitutions or changes in the specifications are approved:

No.	Specified Item	Substitute Item	Location
1	Lithocarpus densiflorus, 24"-5/5'	54 Thuja plicata fastigiata	Sheet 31, area 35 Sheet 33, area 31 Sheet 19, area 23,26 Sheet 20, area 33,35,39b
2	Cotoneaster pannosa nana, 18"-12/24"	105-10/12" bushy	Sheet 34, area 41 Sheet 35, area 73
3	Elaeagnus pungens, 4-3/4'	4 Cotoneaster pannosa 3/4'	Sheet 36, area 74
4	Erica carnea King George, 75%-9/12"	75% Erica mid. hybrida, 9/12"	Sheet 34, area 56 Sheet 16, area 10,11
5	Gaultheria procumbens nana, 18"-12/18"	100 Vinca minor nana, 12/18"	Sheet 37, area 77
6	Berberis buxifolia nana, 24"-12/18"	200 Pernettya 18" and complete with 40 Berberis buxifolia nana	Sheet 32, area 36
7	Prunus laurocerasus, 72-1'/24"	72 Prunus laurocerasus	Sheet 32, area 36
8	Berberis wilsonii, 24"-30/36"	300 Berberis hookeri and 130 Berberis empetrifolia	Sheet 19, area 28

Feeney & Brandt -4- October 3, 1940

No.	Specified Item	Substitute Item	Location
9	Chamaecyparis Lawsoniana, 36-42/24"	36 Chamaecyparis obtusa crippsi	Sheet 15, area 3, 4
10	Thuja occidentalis alba, 120-9/12"	120 Thuja vagana alba	Sheet 35, area 66
11	Euonymus fortunei vegetus, 250-15/18"	90 Euonimus Applebianum 64 Euonimus Applebianum and 70 Gallium vulgaris 2-3, Seeds in lieu of 140 Euonymus 80 Euonimus Applebianum	Sheet 19, area 29 Sheet 19, area 28 Sheet 35, area 72
12	Juniperus communis depressa, 16-12/18"	Plants to be furnished bare-root and guaranteed against loss	Sheet 14, area 16, 21
13	Juniperus horizontalis Plumosa, 130-12/15"	Same as above	Sheet 15, area 4 Sheet 33, area 44
14	Juniperus sabina Von Ehren, 30-15/18"	Same as above	Sheet 33, area 45
15	Pinus mugho, 106-15/18"	Same as above	Sheet 19, area 18 Sheet 20, area 32 Sheet 35, area 66
16	Rhododendron cunninghami, 2-24/30"	6 Azalea indifolia, 15-18" in lieu of 2 Rho. cunn.	Sheet 15, area 5
17	Cotoneaster adpressa, 500-9/12"	500 Cotoneaster dammeri 9/12"	Sheet 34, area 61

It is understood that in cases where the total of the substitutions exceeds the total of the plants specified that payment by the State will be on the basis of the specified number.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
First Assistant State Highway Engineer

cc H. G. Smith
S. H. Prichett
A. G. Shelton (3)
M. M. Agthorp
T. M. Davis, Bureau of Public Roads

HHA:be

RECEIVED
OCT 22 1949
FOR FILING

UI-306 (5)
(7)
3190

September 29, 1949

Ford K. Watkins
Asst. Manager
First Nat'l. Bank of Portland
Salem Branch
Salem, Oregon

53181

Dear Mr. Watkins:

This is to acknowledge receipt of your letter of September 28, enclosing an original and a duplicate of an assignment given your bank by Knight Pearcy and Parkrose Nursery, dba Pearcy and Norwood, whereby all monies due or to become due this firm in connection with its contract with the State Highway Commission, No. 3190, for landscaping on Front Avenue, Portland, was assigned to the bank.

The assignment appears to be in acceptable form and we shall be pleased to honor it upon receipt of a letter from the United Pacific Insurance Company, surety on the bond furnished by the contractors on this job, consenting thereto without prejudice to the bond. We can not honor the assignment without such consent.

In the second paragraph of your letter you request the return of the duplicate of the assignment, bearing an acknowledgment of the receipt of the same by this office. I am assuming that this letter will serve the purpose equally as well as the return of the duplicate copy of the assignment, so I am retaining such duplicate copy, in as much as the State Highway Commission requires two executed copies for its use. I trust this is satisfactory.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HEG:ts

NO.1553

THE FIRST NATIONAL BANK

OF PORTLAND

SALEM BRANCH
Salem, Oregon

September 28, 1949

Oregon State Highway Commission
Salem, Oregon

Attn: Mr. H. B. Glaisyer,
Secretary

Gentlemen:

We enclose assignment of claim in duplicate executed by Pearcy and Horand covering work to be performed under contract No. 3190 for Front Avenue planning project on the West Pacific Highway in Multnomah County.

We will appreciate receipt of your acknowledgement on the duplicate of the claim at your early convenience.

Very truly yours

Ford E. Watkins
Assistant Manager

FEW:cw
Enclosure

RECEIVED

Mr. Glaisyer:

Ruth Nelson and I checked the form of assignment submitted by the bank with the form the Highway Commission uses, and it was exactly the same, word for word and comma for comma, aside from the blanks which had been filled in on the executed form.

ts.

ST. .E OF OREGON—HIGHWAY DEPA. .MENT

ASSIGNMENT OF CLAIM

FOR THE CONSIDERATION OF .....

($.....) Dollars, to ..... paid, ... hereby sell, assign and transfer the within claim for .....

.....

to .....

said ..... and authorize and empower

and in ..... name, place and stead, to verify said claim and to sign, receipt for and receive any warrant which may hereafter be drawn on the Treasurer of the State of Oregon or the various counties within said State of Oregon in payment of said claim, and to indorse said warrant for payment by said Treasurer; provided, however, that nothing herein shall in any manner supersede or defeat the state's prior and superior claim and interest in and to said funds, and provided further that this assignment is subject to all of the provisions of Section 100-119, O. C. L. A., and, if the same is honored, either in whole or in part, by the State Highway Commission, such action by the Commission shall be controlled at all times by the terms of said statute, not only with respect to payments made but likewise with respect to future payments.

Witness my hand this ..... day of ....., 19.....

Executed in the presence of us as witnesses:

....

....

STATE PRINTING DEPT.

STATE OF OREGON - HIGHWAY DEPARTMENT

ASSIGNMENT OF CLAIM

FOR THE CONSIDERATION OF One and no/100- - - ($1.00) Dollars, to us paid, we hereby sell, assign and transfer the within claim for all moneys due or to become due for work performed under contract No. 3190 for Front Avenue (Alder St.- Bancroft St.) planning project on Pacific Highway W. in Multnomah County, Ore. to First National Bank of Portland, Salem Branch, Salem, Oregon and authorize and empower said First National Bank of Portland, Salem Branch, Salem, Oregon, to act as agent for us and in our name, place and stead, to [redacted] receipt for and receive any warrant which may hereaft[redacted] of the State of Oregon or the various counties within [redacted] of said claim, and to indorse said warrant for paymen[redacted] however, that nothing herein shall in any manner supe[redacted] prior and superior claim and interest in and to said funds, and provided further that this assignment is subject to all the provisions of Section 100-119, O.C.L.A., and, if the same is honored, either in whole or in part, by the State Highway Commission, such action by the Commission shall be controlled at all times by the terms of said statute, not only with respect to payments made but likewise with respect to future payments.

Witness my hand this 24th day of September, 1949.

Executed in the presence of us as witnesses:

F. W. Wahn

Carol Wollenert

F. W. Wahn

KNIGHT PEARCY & PARKROSE NURSERY - dba PEARCY & HORAND

By: Ruby M. Pearcy

By: Ray Horand

Cancelled per Mrs. Carol Wollenert's letter 10/24/49 9 P.M.

STATE OF OREGON - HIGHWAY DEPARTMENT

ASSIGNMENT OF CLAIM

FOR THE CONSIDERATION OF One and no/100-- - ($1.00) Dollars, to us paid, we hereby sell, assign and transfer the within claim for all moneys due or to become due for work performed under contract No. 3190 for Front Avenue (Alder St.- Bancroft St.) planning project on Pacific Highway W. in Multnomah County, Ore.

to First National Bank of Portland, Salem Branch, Salem, Oregon and authorize and empower said First National Bank of Portland, Salem Branch, Salem, Oregon, to act as agent for us and in our name, place and stead, to verify said claim and to sign, receipt for and receive any warrant which may hereafter be drawn on the Treasurer of the State of Oregon or the various counties within said State of Oregon in payment of said claim, and to indorse said warrant for payment by said Treasurer; provided, however, that nothing herein shall in any manner supersede or defeat the state's prior and superior claim and interest in and to said funds, and provided further that this assignment is subject to all the provisions of Section 100-119, O.C.L.A., and, if the same is honored, either in whole or in part, by the State Highway Commission, such action by the Commission shall be controlled at all times by the terms of said statute, not only with respect to payments made but likewise with respect to future payments.

Witness my hand this 24th day of September, 1949.

Executed in the presence of us as witnesses:

Carol Wolbesen

KNIGHT PEARCY & PARKROSE NURSERY - dba PEARCY & HOBAND

By: Knight Pearcy

By: Ivy Holland

RECEIVED
SEP 2 S 1949
FOR FILING

UI-306 (5)
UI-306 (7)
5/10

September 22, 1949

NOTED
W. C. WILLIAMS

Mr. M. A. Dewes
Commissioner of Public Works
City Hall
Portland, Oregon

Dear Commissioner Dewes:

Please be advised that all work on the irrigation system and grading contract for the Alder Street-Glenwood Street section of the Front Avenue project, Pacific Highway West, is completed and has been accepted by the State.

Accordingly, the contractor's responsibility for maintenance has terminated and it is requested the City take over the lawn maintenance in accordance with the agreement and Mr. C. P. Rayner's letter of June 17, 1949.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

for W. C. Williams
First Assistant State Highway Engineer

cc A. G. Shulten
H. G. Smith
M. L. Astrup

MHA:bc

RECEIVED
SEP 9 1949
FOR FILING

UI-306 (5)
306 (7)
3190

F16

September 7, 1949

Mr. T. M. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3700
Portland 8, Oregon

Dear Sir:

This is to advise you that work was started on September 6, 1949 on Contract No. 3120, Ennut Avenue (Alder St.-Bancroft St.) Section, in connection with Federal Aid Project Nos. UI-306 (5), UI-306 (7).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Asst. State Highway Engineer

MDP:md

RECEIVED
AUG 3 - 1949
FOR FILING

UI-306 (5)
UI-306 (9)

August 3, 1949

Knight Feeney & Fairoaks Nursery
P. O. Box 12
Salem, Oregon

Gentlemen:

We are sending you today a fully executed copy of Contract No. 3190 which was awarded to you on June 28, 1949, by the State Highway Commission covering Front Avenue (Alder Street-Bancroft Street) Section of the Pacific Highway West in Portland, Multnomah County. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours,

Secretary,
OREGON STATE HIGHWAY COMMISSION

fm

Enc.

RECEIVED
DEC 13 1949
FOR FILING

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

OREGON DISTRICT

June 28, 1949

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence as of this date in the award of contract on Oregon Project No. UI-306(5) and UI-306(7) combined, Front Avenue (Alder Street-Bancroft Street) Section of the Pacific Highway West, to Knight Pearcy & Parkrose Nursery Inc., who submitted the low bid.

Very truly yours,

T. M. DAVIS
District Engineer

RECEIVED
JUN 30
OREGON
STATE HIGHWAY COMMISSION

26-4215 Parkrose-Larch Mountain Road Section Col. Riv. Hwy. 1949

#?191

RECEIVED
SEP 14 1949
FOR FILING

26-4215

3191

September 13, 1949

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

Please be advised that State Highway Contract No. 3191, for seal coat on the Parkrose-Larch Mountain Road Section of the Columbia River Highway in Multnomah County, has been completed by the contractor, Oregon Asphaltic Paving Co., and that final payment in the amount of $500 will be made after acceptance by the Highway Commission.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $15,240.15, and that no force account work was performed on the project. This contract was completed August 15, 1949 but has not as yet been accepted by the Commission.

This notice is sent to you because you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tate, Westenfelder & Berg, Inc.
Wilcox Building
Portland 4, Oregon

Mr. Warner M. Bruce
Seattle, Wash.

NOTED ON CARD

9-13-49K

RECEIVED
SEP 1 1949
FOR FILING

26-4215

3191

September 1, 1949

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

You are advised of the intention of the State Highway Commission to make semi-final payment to Oregon Asphaltic Paving Company, on contract No. 3191, for seal coat on the Parkrose-Larch Mountain Road Section of the Columbia River Highway, in Multnomah County. This payment, in the amount of $5,114.65, will be made on or after September 12, 1949. The retained percentage is $500.00.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

pl

cc: Continental Casualty Co.
Northwest Branch Office
1411 Fourth Avenue Bldg.
Seattle, Wash.
Attn: Warner M. Bruce, Mgr.

Tate, Westenfelder & Berg, Inc.

NOTED ON CARD

9-1-49 pl

RECEIVED
AUG 3 1949
FOR FILING

26-4.2 13
3191

August 3, 1949

Oregon Asphaltic Paving Company
6441 S. W. Porter Street
Portland, Oregon

Gentlemen:

We are sending you today a fully executed copy of Contract No. 3191 which was awarded to you on June 28, 1949, by the State Highway Commission covering Parkrose-Larch Mountain Road Section of the Columbia River Highway in Multnomah County. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours,

Secretary,
OREGON STATE HIGHWAY COMMISSION

fm

Enc.

RECEIVED
JUN 29 1949
FOR FILING

26-4215

3191

June 29, 1949

Oregon Asphaltic Paving Company
6441 S. W. Porter Street
Portland 1, Oregon

Gentlemen:

The State Highway Commission on June 28, 1949, awarded you the contract for oiling the Parkrose-Larch Mountain Road Section of the Columbia River Highway, in Multnomah County. This award was based on your low bid of $14,667 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

cc

cc - Mr. S. E. Probert

32-1109 N. Unit, Washington State 1949
Line Sec. of the Enterprise
#3192 Lewiston Hwy.

RECEIVED
NOV 3 - 1950
FOR FILING

E 1-3

OREGON STATE HIGHWAY COMMISSION
(date)
~~Nov. 3, 1950~~

32-1109		
3192 (CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)

3192	5 Final	George H. Clausen	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
18124	B 3423	$1,072.79	Nov. 3, 1950

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

D B Douglas
ACCOUNTING DIVISION

Specified Completion Date: Nov. 30, 1949

Time Extensions: Extended to July 19,1950 without penalty

Completion Date: July 19, 1950

Date Accepted: Sep. 28, 1950

Penalties: None of record

Claims: None of record

Remarks:

Date: 11-6-50

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: NOV 6 1950
A M Nicklander

NOTED ON CARD

RECEIVED
OCT 19 1950
FOR FILING

32-1107
3192

October 18, 1950

Mr. Geo. H. Clausen
Box 478
Gladstone
Oregon

Dear Sir:

The State Highway Commission, at its meeting on September 28, 1950, had under discussion your request for an extension of time of 60 days, from July 1 to August 29, 1950, within which to complete your contract No. 3192 for guard rail on the North Unit, Washington State Line-Flora Junction Section of the Enterprise-Lostine Highway in Wallowa County.

I am pleased to inform you that the Highway Commission granted you an extension of time to July 19, 1950, the date of completion, without penalty. However, I was instructed to inform you that the Commission, in arriving at its decision, considered but did not necessarily adopt either the recommendation of the engineer or the reasons given by you for failure to complete the project within the specified time.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: E. F. Chidney,
Division Engineer

J. C. Hiatt,
Resident Engineer

H. G. Smith

HOLD ON HAND
12-12-50

RECEIVED
OCT 10 1950
FOR FILING

32-1109

3192

October 10, 1950

General Casualty Co.of America
Dooly & Co., Agents
Board of Trade Bldg.
Portland 4, Oregon

Gentlemen:

Please be advised that State Highway Contract No. 3192, for construction of guard rail on the North Unit, Washington State Line-Flora Junction Section of the Enterprise-Lewiston Highway in Wallowa County, has been completed by the contractor, Geo. H. Clawson, and that final payment in the amount of $1,072.79 will be made on or after October 20, 1950.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

For your information we wish to advise that the total contract amount is $29,485.19, and that no force account work was performed on the project. This contract was completed on July 19 and accepted by the Commission on September 28, 1950.

We are sending you this notice as your Company is surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: General Casualty Co.of America
General Insurance Bldg.
Seattle 5, Wash.
Attn.: Surety Dept.

NOTED ON CARD

10-20-50, gl

RECEIVED
SEP 20 1950
FOR FILING

32-1109
3192

September 20, 1950

Oregon State Highway Commission

Request for extension of time
No. 4
September 26-27 meeting

Gentlemen:

Herewith is a request from George H. Clawson for an extension of time on Contract No. 3192, Guard Rail Construction on the North Unit of the Washington State Line-Pierce Junction Section of the Enterprise-Lewiston Highway, from July 1, 1950 to August 29, 1950.

The contractor completed this project on July 19, 1950. He had some difficulty in getting steel delivered to the project.

The overrun in time did not inconvenience the Department in any way, and I would recommend that the extension be granted to the date of completion, July 19, 1950, without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

Enclosure

cc Mr. W. C. Williams
Mr. H. G. Smith

RECEIVED
AUG - 4 1950
FOR FILING

32-1102
3192

August 3, 1950

Dooly & Co.
Board of Trade Bldg.
Portland 4, Oregon

Gentlemen:

You are advised of the intention of the State Highway Commission to make semi-final payment to George H. Clausen, on contract No. 3192, covering guard rail on the North Unit, Washington State Line-Flora Junction Section of the Enterprise-Lewiston Highway in Wallowa County. This payment, in the amount of $1,692.88, will be made on or after August 14, 1950. The retained percentage is $878.73.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: General Casualty Co. of America
General Insurance Bldg.
Seattle 5, Washington
Attn.: Surety Department

NOTED ON CARD
S-3-50 gl

RECEIVED
AUG - 1 1950
FOR FILING

32-1109

3192

Filesr

Salem, Oregon
August 1, 1950

Mr. J. C. Hiatt
Resident Highway Engineer
Enterprise, Oregon

Dear Sir:

Semi-final estimate and field data on Contract No. 3192, North Unit, Washington State Line-Flora Junction Section guard rail, has just been received in this office.

You have shown guard rail posts, guard rail panels and haul from Enterprise as "Construction Materials on Hand" on the estimate, with the notation "Price Agreement No. 2." This will be paid under Price Agreement, when approved, and not under "Materials on Hand." Your attention is called to paragraph (e), Article 2 of Section 14 of the Manual of Instructions for Construction Department Employees, covering the purchase of excess materials.

All Price Agreements are shown on the Field Estimate, with the contract items, and on the Monthly Project Cost Report.

You did not show any price agreement on the estimate and only one on the project cost report. These will have to be completed in this office when the agreements are received.

We assume that these price agreements are being submitted, though not yet received. Additional invoices to support the Price Agreements will not be required.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

DSP:cw

cc: E. F. Chidsey

Form E-1—534—7-49

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

Final

For Week Ending July 19, 1950

Section N. Unit, Wash. State Line-Flora Jct.

Highway Enterprise-Lewiston

Contractor Geo. H. Clausen

Date of contract June 28, 1949

Date work started July 12, 1949

Amount of contract . . . . . $ 29,463.00

Kind of work Guard Rail

Section prefix 32-1109

Contract number 3192

Date of completion ~~XXX~~ Nov. 30, 1949

Estimated date of completion Complete, 19....

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 29,291.13

Per cent of contract completed, based on total contract price . . . . . Complete %

Engineering cost to date $ 1,767.00, ... %

Date project was completed July 19, 1950

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Final coat of paint was applied this week, completing the job.

NOTED
H. W. LIBBY

NOTED
E. M. SMITH

NOTED
E. M. BOOTH

Signed J. C. Kuttt

Address Enterprise, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
	Guard Rail				
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities	13,719.5 lin. Ft.				
Estimated quantities moved or placed to date	13,719.5 "				
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	3				

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors 1, Bulldozers ....., Sheep-foot rollers .....,2 spray guns....., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday	Fair & Warm all week		
Thursday			
Friday			
Saturday			

State Printing Dept. 48071

RECEIVED
JUL 21 1950
OFFICE OF
CONSTRUCTION ENGINEER

RECEIVED
JAN 11 1950
FOR FILING

32-1109

3192

January 9, 1950

Mr. Geo. H. Clausen
Box 478
Gladstone
Oregon

Dear Sir:

The State Highway Commission, at its meeting on December 19, 1949, had under discussion your request for an extension of time of 212 days, from November 30, 1949 to June 30, 1950, within which to complete your contract No. 3192 for guard rail on the North Unit, Washington State Line-Flora Junction Section of the Enterprise-Lewiston Highway in Wallowa County.

I am pleased to inform you that the Highway Commission granted your request without penalty. However, I was instructed to inform you that the Commission, in arriving at its decision, considered but did not necessarily adopt either the recommendation of the Engineer or the reasons given by you for failure to complete the project within the specified time.

Respectfully yours

Secretary
OREGON STATE HIGHWAY COMMISSION

HHC: gl

cc: E. F. Childsey,
Division Engineer

H. O. Smith

NOTED ON CARD
1-9-50

RECEIVED
DEC 13 1949
FOR FILING

32-1109

3192

December 6, 1949

Request for extension of time
No. 12
December 19 and 20 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from Geo. H. Clemens for an extension of time on Contract No. 3192 for construction of guardrail on the North Unit, Washington State Line-Plaza Junction Section, from November 30, 1949 to June 30, 1950.

Because of extremely cold weather near the completion of the project, it was deemed advisable to discontinue the painting until next spring, and the contractor was requested by the Department to withhold the completion of the project until that time.

For this reason I would [redacted] that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.
cc W. C. Williams
H. G. Smith

hi

RECEIVED
DEC 1 1949
FOR FILING

32-1109

3192 Washington State Line-Flora Junction Section Enterprise-Lewiston Highway
~~Contract #3192~~ Prefix 32-1109

November 21st, 1949

SEMI-FINAL COST ANALYSIS
Furnish & Place Metal Guard Rail
George H. Clausen, Contractor
J. C. Hiatt, Resident Engineer

Item	Amount	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
Metal Guard Rail	13,800	Lin. Ft.	$2.06	$2.135	$28,449.63	$29,463.00

Gross Revenue	$29,463.00
Total Cost	28,449.63
Net Profit	$ 1,013.37

Net Profit Equals 3.4% of Gross Revenue

NO

Washington State Line-Flora Jct.

Detail of Cost

Labor:					
Supervision (Working Foreman)				$1,450.00	
Labor				2,823.31	
Labor Insurance				305.15	
					$4,578.46
Materials:					
Guard Rail	13,800	Lin. Ft.	at $0.83	$11,454.00	
Interior Posts	1,079	Each	" 7.25	7,822.75	
End Posts	42	Each	" 7.25	304.50	
End Sections	42	Each	" 2.90	121.80	
" "	4	Each	" 5.25	21.00	
Demurrage				20.90	
Paint and Thinner				473.11	
					20,217.86
Equipment Rental & Miscellaneous:					
Equipment Rental				$350.00	
Rented Equipment				1,611.43	
Gas, Oil & Grease				563.66	
Explosives				51.02	
Small Tools & Misc.				451.56	
P.U.C. Fees				21.06	
P.L. & P.D. Insurance				110.49	
Bond				206.09	
Home Office and General Overhead				288.00	
					5,653.31
Total Cost					$28,449.63

Washington State Line-Flora Junction

Breakdown of Unit Cost

Post Holes:

Total Cost	$5,060.55
Number of Holes	1,121
Cost per Hole	$4.51

Setting Posts and Erecting Rail:

Cost of setting posts and erecting rail	$2,520.94
Cost of Rail and Posts	19,744.75
Total Cost	22,265.69
Length of Rail	13,800
Cost per Lineal Foot	$1.61

Painting Guard Rail and Posts:

Cost of Painting	$650.28
Cost of Paint and Thinner	473.11
Total Cost	1,123.39
Length of Rail	13,800
Cost per Lineal Foot	$0.08

Summary:

Post Holes	$5,060.55
Setting Posts and Erecting Rail	22,265.69
Painting	1,123.39
Total Cost	$28,449.63 - 13,800 Lin. Ft. Guard Rail
Cost per Lineal Foot	$2.06

Breakdown of Costs

Dig Post Holes (1,121):

Labor	$1,461.94
Labor Insurance	104.38
Equipment Rental	300.00
Rented Equipment	1,337.43
Explosives	51.02
Gas, Oil and Grease	463.20
	$3,717.97
General Overhead and Mis.	1,342.58
Total Cost	$5,060.55

Setting Posts & Erecting Guard Rail (1,121 Posts, 13,800 Lin. Ft. Guard Rail):

Labor	$1,109.97
Labor Insurance	86.39
Rented Equipment	224.00
Gas, Oil and Grease	95.24
	$1,615.60
Cost of Materials	19,744.75
General Overhead and Misc.	1,005.34
Total Cost	$22,265.69

Painting Guard Rail and Posts:

Labor	$256.40
Labor Insurance	11.17
Equipment Rental	50.00
Rented Equipment	50.00
Gas, Oil and Grease	5.22
	473.11
	$845.90
General Overhead and Misc.	277.49
Total Cost	$1,123.39

Remarks:

This was a "State Project" calling for the furnishing and erection of 13,800 lineal feet of metal guard rail. This project was bid and awarded June 28th, 1949, work was started July 11th, 1949, and was completed except for final coat of paint over part of the rail on October 22nd, 1949.

The contractor began operations by using a 19-inch rented post hole auger. About 400 holes were augered during the month of July by this method. The project was then shut down for over a month, and the contractor built a post hole pile driver for driving the remainder of the holes. A crew of six men resumed operations September 17th, driving holes, erecting guard rail and painting. The erection was completed October 15th, and some painting was done to October 22nd, when operations were stopped for the winter due to inclement weather. The prime coat of paint was completed, and final coat was placed to Station 178+50, leaving approximately 8,350 lineal feet to paint. In the computations for the project $200.00 to cover labor and incidentals has been added to the contractor's costs to complete the painting. Painting was done entirely by spray methods at a large saving over brush methods heretofore used for painting of this type.

Steel rail and steel posts were used throughout the project. While steel posts were $7.25 each compared with concrete posts at $6.75 each, the cost of erection was considerably less, and it was to the contractor's advantage to use the steel.

With the exception of the first two weeks which was badly bungled due to poor supervision, the project was very well handled. The superintendent who took over the work after the first two weeks was a working superintendent and worked with the crew throughout the remainder of the job. While the bid price was very low, the contractor was enabled to show a small profit.

E. H. Clymer
Cost Analyst

By . . C. E. Paulsen

RECEIVED
AUG 3 1949
FOR FILING

32-1109

3192

August 3, 1949

Mr. Geo. H. Clausen
Box 478
Gladstone
Oregon

Dear Sir:

We enclose herewith a fully executed copy of contract No. 3192, which was awarded to you on June 28, 1949 by the State Highway Commission, covering guard rail on the North Unit, Washington State Line-Flora Junction Section of the Enterprise-Lewiston Highway in Wallowa County. This copy is for your records and files.

An executed copy is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

RECEIVED
JUL 1
FOR FILING
32-1109
3192

PHONE ATWATER 0141

MERCER STEEL COMPANY, INC.
REINFORCING STEEL AND SPECIALTIES
2555 N.W. NICOLAI STREET
PORTLAND 10, OREGON

July 14, 1949

W. C. WILLIAMS

Oregon State Highway Commission
Salem, Oregon

Attention: W. C. Williams
Asst. State Highway Engineer

Gentlemen:

Thank you for your approval of Bethlehem standard channel member as a bearing plate for metal guard rail posts.

We sent our request for approval to Mr. O'Neil as he had previously told Mr. Beatty that this particular item was approved for this job.

Appreciate your prompt reply. Should you desire any further information regarding Bethlehem guard rail, we are at your service.

Very truly yours,

MERCER STEEL COMPANY, INC.

BY: Phillip V. Lassen
Phillip V. Lassen

PVL:me

RECEIVED
JUL 15 1949
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 13 1949
FOR FILING
22-1109
3192

July 12, 1949

Mercer Steel Company, Inc.
2555 N. W. Nicolai Street
Portland, Oregon

Attention: Mr. Phillip V. Lamson

Gentlemen:

In reply to your letter of July 7, 1949 regarding the furnishing of the Bethlehem standard channel member as a bearing plate for metal guard rail posts, and confirming Mr. O'Neil's telephoned advice, we signify our acceptance of your 10" channel, 1' - 3" long, 15.3 # weight; either bolted or welded to our specified metal guard rail end posts as a bearing plate in connection with our standard metal guard rail construction.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Asst. State Highway Engineer

cc: H. C. Smith
V. G. O'Neil
VO'Neil:mcd

NOTED
W. W. STAFFLER

PHONE ATWATER 0141

MERCER STEEL COMPANY, INC.
REINFORCING STEEL AND SPECIALTIES
2555 N.W. NICOLAI STREET
PORTLAND 10, OREGON

July 7, 1949

Oregon State Highway Commission
Salem, Oregon

Attention: Virgil O'Neill

Subject: Enterprise Lewiston Highway
N. Unit, Washington State Line -
Flora Junction - Guard Rail

Gentlemen:

In reference to your telephone conversation with Mr. Beatty of the Bethlehem Steel Corporation, this is to request that you approve the standard end post which has a 10" channel 15.3# 1'3" long in lieu of the 10" x 10" x 3/8" plate which is specified in the specifications for the subject job.

Thank you for your attention in this matter. May we hear from you in the near future.

I am also enclosing Bethlehem's sheet #BG 10-12 which shows their standard end post and the aforementioned channel. Please do not confuse their standard post with the size of post that we propose to furnish.

Very truly yours,

MERCER STEEL COMPANY, INC.

BY: Phillip V. Lassen
Phillip V. Lassen

RECEIVED
JUL 8 - 1949
OREGON
STATE HIGHWAY COMMISSION

PVL:me
Encs.

RECEIVED
JUN 29 1949
FOR FILING

32-1109

3192

June 29, 1949

Mr. George E. Clemmens
McLoughlin Boulevard
Gladstone, Oregon

Dear Mr. Clemmens:

The State Highway Commission on June 28, 1949, awarded you the contract for guard rail construction on the North Unit, Washington State Line-Flora Junction Section of the Enterprise-Lewiston Highway, in Wallowa County. This award was based on your low bid of $29,463 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

cc

cc - Mr. S. E. Probert

F-175(6) Forest Bdry.-Jones Ranch Sec., Ochoco Hwy. 1949

#3193

RECEIVED
APR 5 - 1950
FOR FILING

7-175 (6)

OREGON STATE HIGHWAY COMMISSION

March 31, 1950
(Date)

3193 (Contract No.)	6-final (Est. No.)	Leonard A Slate Oregon Ltd. (Contractor)	
Vou. No:	Warrant No:	Amt: $	Date:
4804	372798	7,356.12	3/30/50

[redacted]

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. This warrant will be held in the Accounting Division until advised by you that release is authorised.

Specified completion date:
Completed:

ACCOUNTING DIVISION

Contract accepted:

Time Extensions:

Penalties:

Claims:

Remarks:

Date:

Accounting Division:

Release of the above warrant is hereby authorised:

H. B. Glaisyer

Warrant Mailed: APR 4 1950

4-11-50 gc

OREGON STATE HIGHWAY COMMISSION

March 11, 1950
(Date)

3193 (Contract No.)	6-final (Est. No.)	Leuterd & Slate Oregon Ltd. (Contractor)	
Vou. No:	Warrant No:	Amt: $	Date:
4804	371798	7,356.12	3/30/50

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. This warrant will be held in the Accounting Division until advised by you that release is authorized.

Specified completion date: May 31, 1950
Completed: Nov. 4, 1949

ACCOUNTING DIVISION

Contract Accepted: Dec. 19, 1949

Time Extensions: None needed

Penalties: None of record

Claims: None of record

Remarks:

Date: 4-4-50

Accounting Division:

Release of the above warrant is hereby authorized:

H. B. Glaisyer

Warrant Mailed:

RECEIVED
MAR 22 1950
FOR FILING

7-175 (6)
3193

March 22, 1950

Great American Indemnity Co.
Wells-Reed Insurance, Agent
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

Please be advised that State Highway Contract No. 3193, for grading on the Forest Boundary-Jones Ranch Section of the Ochoco Highway in Wheeler County, has been completed by the contractor, Leonard & Slate Oreg.Ltd., and that final payment in the amount of $7,356.12 will be made on or after April 1, 1950.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $245,699.44, and that no force account work was performed on the project. This contract was completed November 4 and accepted by the Highway Commission December 19, 1949.

This notice is sent to you as you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD
3-22-50

RECEIVED
MAR 30 1950
FOR FILING

March 24th, 1950

FINAL COST ANALYSIS

Forest Dist.--Jones Ranch Section
Ochoco Highway

Leonard & Slate, Contractor
A. A. Fossum, Resident Engineer

Contract #3193
Prefix 35-1009
F - 175 (6)

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing & Grubbing	All	L.S.	$	$	$7,658.80	$10,000.00
Felling Danger Trees	52.94	Sq. Ft.	4.00	2.61	138.30	211.76
Str. Excav., Unclass.	1,398.23	Cu. Yd.	3.00	2.91	4,067.85	4,194.69
Tr. " "	885.30	" "	2.00	1.79	1,583.68	1,770.60
Slide " "	3,330.4	" "	0.40	0.55	1,824.88	1,332.16
Gen. " "	299,973.0	" "	0.60	0.47	141,895.18	179,983.80
Short Overhaul	341,621.7	Yd. Sta.	0.02	0.016	5,386.55	6,832.43
Long Overhaul	3,119.2	C-Yd. Sta.	0.50	0.39	1,229.56	1,559.60
Finish R/B & Slopes	3.06	Mile	500.00	748.34	2,289.91	1,530.00
Rounding Cutbanks	8,000	Lin. Ft.	0.20	0.22	1,751.19	1,600.00
18" Corr. Metal Pipe	302	" "	3.50	3.44	1,040.22	1,057.00
24" " " "	308	" "	4.80	5.21	1,604.72	1,478.40
24" Ex. Str. Corr. Metal Pipe	740	" "	6.00	6.64	4,911.10	4,440.00
36" Corr. Metal Pipe	644	" "	8.50	10.05	6,471.76	5,474.00
36" Ex. Str. Corr. Metal Pipe	150	" "	10.00	12.33	1,850.08	1,500.00
48" Corr. Metal Pipe	82	" "	12.50	13.87	1,137.30	1,025.00
48" Ex. Str. Corr. Metal Pipe	128	" "	15.00	16.63	2,128.54	1,920.00
54" Corr. Metal Pipe	498	" "	23.00	24.02	11,961.94	11,454.00
84" Sec. Plate Culvert	126	" "	36.00	33.76	4,254.24	4,536.00
108" " " "	76	" "	50.00	43.34	3,293.62	3,800.00
Total This Project					$206,479.42	$245,699.44
Camp Operation					11,237.18	5,737.50
					$217,716.60	$251,436.94

Ocpoco Hi Sgnal
Joseph Egan Jr.
FOR FILING
MAR 30 1920
RECEIVED

Gross Revenue	$251,436.94
Total Cost	217,716.60
Net Profit	$ 33,720.34

Net Profit Equals 13.4% of Gross Revenue

Forest Boundary-Jones Ranch
Leonard & Slate, Ltd.

Detail of Cost

Labor:

Supervision	$9,722.97	
Labor	59,234.27	
Payroll Insurance	3,530.51	
		$72,487.75

Materials:

18" Corr. Metal Pipe	302 lin. ft.	at	$2.31	$697.62
18" Bands	14 each	"	3.28	45.92
24" Corr. Metal Pipe	308 lin. ft.	"	3.53	1,087.24
24" Bands	15 each	"	4.08	61.20
24" Ex. St. Corr. Metal Pipe	740 lin. ft.	"	4.55	3,367.00
24" Ex. St. Bands	32 each	"	4.64	148.48
36" Corr. Metal Pipe	644 lin. ft.	"	6.92	4,456.48
36" Bands	27 each	"	6.58	177.66
36" Ex. St. Corr. Metal Pipe	150 lin. ft.	"	8.45	1,267.50
36" Ex. St. Bands	7 each	"	8.11	56.77
48" Corr. Metal Pipe	82 lin. ft.	"	9.50	779.00
48" Bands	4 each	"	8.73	34.92
48" Ex. St. Corr. Metal Pipe	128 lin. ft.	"	11.42	1,461.76
48" Ex. St. Bands	6 each	"	10.43	62.58
54" Corr. Metal Pipe	498 lin. ft.	"	15.73	7,833.54
54" Bands	25 each	"	27.10	677.50
84" Sec. Plate Pipe	126 lin. ft.	"	24.85	3,131.10
108" " "	76 " "	"	33.65	2,557.40
				27,903.67

Equipment Rental and Misc. Expense:

Equipment Rental	$67,989.00	
Gas, Oil and Grease	12,106.67	
Explosives	9,496.66	
Drill Steel	3,387.45	
Move In, Freight and Cartage	6,991.09	
Small Tools & Misc. Supplies	2,586.08	
Camp Supplies and Lumber	5,602.58	
Bond	1,971.38	
P.L. & P.D. Insurance	1,051.40	
Home Office and General Overhead	6,142.87	
		117,325.18

T o t a l C o s t $217,716.60

Remarks:

This was a "Regular Federal Aid Project". The contract, calling for construction of 3.06 miles of highway roadbed, was bid June 28th, 1949. Work was started on the project June 29th, and the project was completed November 4th, 1949.

Clearing and grubbing consisted of approximately 16 acres of juniper and brush and 7.7 acres of pine, pine snags and brush. Clearing and grubbing was done with two dozers and a crew of five to eight men. The clearing was done during fire season, so all of the material was piled outside of excavation and embankment areas and burned after fall rains.

General excavation was classified as follows: approximately 101,000 cu. yds. of solid rock requiring drilling and shooting, 194,000 cu. yds. of intermediate which was rotten rock and shale which required extensive ripping with a heavy duty rooter, and 5,000 cu. yds. of common dirt.

Drilling and shooting was done by two crews of four men each equipped with a 315 cu. ft. compressor, wagon drill and jackhammers. Explosives used averaged about one-half pound of powder per cu. yd. Most of the rock shot small enough that very little reshooting was necessary. Most of the general excavation was done with five D-8 caterpillar tractors and 15 cu. yd. scrapers, two D-8 tractors with dozers, one D-7 dozer and one D-8 with a heavy duty rooter. Approximately 21,000 cu. yds. of the solid rock was a conglomerate that broke large when shot, and this was moved with one 1½ cu. yd. shovel and two tournatrailers. Excellent supervision and equipment made for high production on general excavation, and somewhat less solid rock than was anticipated made this item show a large profit.

The slide removal excavation was bid too low to include the cost of hauling, and a small loss was suffered on this item.

Costs on finishing roadbed and slopes and rounding of cutbanks were high because of a large amount of hand labor, and small losses were suffered on these items.

Bid prices on pipe were, in general, too low to allow any profit on those items. Much of the corrugated iron pipe had to be placed in locations that were not readily accessible, and getting the pipe, 3/4 cu. yd. shovel and pipe crew to the locations made the cost of placing pipe high. Irregular delivery of pipe to the project also increased the cost of placing pipe.

The contractor had good equipment and supervision and less solid rock than anticipated on the general excavation made the job show a good profit. This project was bid 1.1% below the engineer's estimate.

E. H. Clymer
Cost Analyst

By . . C. Swenson

RECEIVED
1950
FOR FILING

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

OREGON DISTRICT

P. O. BOX 3900
PORTLAND 8, OREGON

March 20, 1950

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence as of this date in the award of contract on Oregon Project No. F-175(7), Forest Boundary - Jones Ranch Section of the Ochoco Highway, to A. H. Saxton and Sons, Rufus, Oregon, who submitted the low bid.

Very truly yours,

T. M. DAVIS
District Engineer

RECEIVED
JAN 24 1950
FOR FILING

7-M5(6)
3193

January 24, 1950

Wells, Reed & Hutchings
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

You are advised of the intention of the State Highway Commission to make semi-final payment to Leonard & Slate Oregon, Ltd., on contract No. 3193, for grading on the Forest Boundary-Jones Ranch Section of the Ochoco Highway in Wheeler County. This payment, in the amount of $2,217.09, will be made on or after February 3, 1950. The retained percentage is $7,371.44.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON C...
1-24-50

Form E-1—5M—8-47

NOTED 7/15(6)
H. W. LIBBY

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending January 14 1949, 19

Section Forest Boundary-Jones Ranch — Kind of work Grading

Highway Ochoco — Section prefix 36-1009

Contractor Leonard & Slate, Oregon Ltd. — Contract number 3193

Date of Contract June 28 1949, 19 — Date of completion May 31 1950, 19

Date work started June 29 1949, 19 — Estimated date of completion, 19

Amount of contract . . . . . $ 262351. — Per cent of time elapsed 130 / 338 = 38.46 %

Estimated cost of completed project, exclusive of engineering . . Semi-final estimate . . . . $ 245714.76

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date $ 8973., 3.35 % — Date project was completed November 4, 19 49

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Moving of equipment to this project got underway immediately , by the contractor, upon award of the job. By the end of the second week clearing and grading work between Stations 88 and 172+60 was well underway. Placing of fill,cut and pipe stakes in this section was one jump ahead of the contractor. Drilling work got underway also , with the first drilling starting in the cut lying between Stations 122 and 130. During the week July 16-23 a camp was established by the contractor near Mile Point 60 contiguous to the old highway.

By the end of the first week in August all cross section stakes from the Forest Boundary to Station 172+60 were in place and the contractor had opened up the cuts from Station 60 to 172. By the end of August all cuts except the one at Station 225+ had been dug into. During September all phases of the work we- in that area of higher elevations (from the Forest Boundary to Station 80) was rushed as the contractor tried to complete this section before the weather changed. Good weather continued however and the work moved smoothly throughout September and October. With ample equipment on the job at all times the contractor was able to complete the grading by Nov 4. and the cleanup and equipment removal by Nov.23.

Remeasuring of project was completed early in December and the semi-final estimate submitted to the Bend Division Office on January 13 1950.

Signed A. A. Loasen

Final report

Address 1290-Wall St. BEND

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

H. G. SMITH

	GRADING	SURFACING Slide Removal	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	3.06	0.8—3.06			
Miles partially completed					
Miles completed	3.06	0.8			
Total estimated quantities	327100	4500			
Estimated quantities moved or placed to date	302260.3	3340.5	semi-final figures		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.....County, ...%; .....County, ...%; .....County, ...%; .....County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels....., Power graders....., Rollers....., Mixers....., Crushing or screening plants.....

Compressors.....; Bulldozers....., Sheep-foot rollers....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
JAN 16 1950
OFFICE OF
CONSTRUCTION ENGINEER

RECEIVED
NOV 10 1949
FOR FILING

7-175 (6)

3193

November 10, 1949

Great American Indemnity Co.
Wells, Reed & Hutchings, Agent
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

You are advised of the intention of the State Highway Commission to release to Leonard & Slate Oreg.Ltd. a portion of the funds that heretofore have been retained by the Commission, in connection with contract No. 3193 covering grading on the Forest Boundary-Jones Ranch Section of the Ochoco Highway, in Wheeler County. This payment, which is in the amount of $38,982.96, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $7,302.87. The present payment to the contractor will be made on or after November 21, 1949.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is sent to you because you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

11-10-49 g

RECEIVED
NOV 10 1949
FOR FILING

File

F-175(6)
*
3193

November 7, 1949

Mr. T. M. Davis, District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland, Oregon

Dear Sir:

This is to advise you that work was completed on November 4, 1949 on Contract No. 3193, Forest Boundary-James Ranch Section, in connection with Federal Aid Project No. F-175 (6).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:ew

cc: John Cottrell

RECEIVED
DEC 13 1949
FOR FILING

BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF COMMERCE
DIVISION EIGHT

MONTANA
~~OREGON~~
IDAHO
WASHINGTON

October 4, 1949

P. O. BOX 3900
PORTLAND 8, OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon F-175(6)
Forest Boundary-
Jones Section

Dear Sir:

Enclosed herewith for your files is an executed copy of an agreement for the above project.

Very truly yours,

W. H. LYNCH
Division Engineer

By: L. J. Caufield
L. J. Caufield
Principal Highway Engineer

Encls.

RECEIVED
OCT 5 1949
OREGON
STATE HIGHWAY COMMISSION

For

7770

State Oregon

Federal Aid

Project No. F-175(6)

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 14 day of September, 1949,

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 10th day of March, 1949, a program, which was approved on the 6th day of May, 1949, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 6th day of June, 1949; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of one hundred seventy-five thousand and 00/100

dollars ($ 175,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

GPO 16—11570-8

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made ava... in the following manner, to wit:

(*a*) By the State Chap. 175, Laws 1917; Chap. 31, Laws 1929; Chap. 529, Laws 1939
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 21+77.6 on the line between Sections 8 and 17, T. 12 S., R. 20 E., W.M., and survey station 228+50 in the NE 1/4 Section 5, T. 12 S., R. 20 E., W.M., except stations 172+60 to 215+00,

, length 3.955 miles, in Wheeler County, being Oregon Federal Aid project No. F-175(6), consisting of 3.955 miles of roadway and [redacted] bridges, [redacted] of more than 20 feet clear span, [redacted]

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

16—11870-2

(b) Whenever in this contract or in any document made a part thereof the terms "Public Roads Administration", "Federal Works Agency", "Federal Works Administrator", "General Services Administration", or "Administrator of General Services" appear, they shall include or have reference to "Bureau of Public Roads" or the "Department of Commerce" or the "Secretary of Commerce", as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of one hundred seventy-five thousand and 00/100 dollars ($175,000.00), which does not exceed the authorized Federal pro rata share of two hundred eighty-seven thousand one hundred fifty-six and 10/100 dollars ($287,156.10), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available) Chapter 529, Laws 1939

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

Attest

SECRETARY

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By T. H. Banfield
Chairman, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By Chas. H. Reynolds
(Title of officer)

By
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By
Acting *Division Engineer,*
Public Roads Administration.

U. S. GOVERNMENT PRINTING OFFICE 16—11379-2

OREGON DISTRICT
DEC 15 1949

RECEIVED
DEC 13
FOR FILING

August 11, 1949

Mr. T. M. Davis
District Engineer
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate as basis for project agreement for the Forest Boundary—Jones Ranch Section, Project No. F-175 (6).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Asst. State Highway Engineer

Encl.
JWS:mcd

Oregon State Highway Department — Federal Aid Project No. F-175 (6)

FOREST BOUNDARY-JONES RANCH SECTION OF THE OCHOCO HIGHWAY IN WHEELER COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 5, 1949

Type Code 0010

Roadway (Sta. 24+77.6 to 172+60) (Sta. 215+00 to 228+50)

All Required		Clearing and Grubbing			$ 10,000.00
150	sq. ft.	Felling Danger Trees	$ 4.00		600.00
1,000	cu. yds.	Structural Excavation, Unclassified	3.00		3,000.00
1,100	cu. yds.	Trench Excavation, Unclassified	2.00		2,200.00
325,000	cu. yds.	General Excavation, Unclassified	0.60		195,000.00
413,000	yd. stas.	Short Overhaul	0.02		8,260.00
3,500	C-yd. stas.	Long Overhaul	0.50		1,750.00
3.06	miles	Finishing Roadbed and Slopes	500.00		1,530.00
6,000	lin. ft.	Rounding Cutbanks	0.20		1,200.00
320	lin. ft.	18-inch Corrugated Metal Pipe, Protected Invert	3.50		1,120.00
420	lin. ft.	24-inch Corrugated Metal Pipe, Protected Invert	4.80		2,016.00
650	lin. ft.	24-inch Extra Strength Corrugated Metal Pipe, Protected Invert	6.00		3,900.00
670	lin. ft.	36-inch Corrugated Metal Pipe, Protected Invert	8.50		5,695.00
160	lin. ft.	36-inch Extra Strength Corrugated Metal Pipe, Protected Invert	10.00		1,600.00
84	lin. ft.	48-inch Corrugated Metal Pipe, Protected Invert	12.50		1,050.00
130	lin. ft.	48-inch Extra Strength Corrugated Metal Pipe, Protected Invert	15.00		1,950.00
500	lin. ft.	54-inch Corrugated Metal Pipe, 8 Gauge, Protected Invert	23.00		11,500.00
130	lin. ft.	84-inch Sectional Plate Culvert	36.00		4,680.00
80	lin. ft.	108-inch Sectional Plate Culvert	50.00		4,000.00
		Subtotal			$261,031.00
		10% engr. & Cont.			26,105.10
		Total			$287,136.10

Length	3.055 miles
Cost per mile	$93,995.45

Federal Aid Funds- -	$175,000.00
State Funds- -	112,156.10
	$287,156.10

State Funds for Constr: Chap. 175, laws 1917: Chap. 31, laws 1929: Chap. 529, laws 1939.
State Funds for Maint: Chap. 529, laws 1939.

Oregon State Highway Department — Federal Aid Project No. F-175 (6)

FOREST BOUNDARY-JONES RANCH SECTION OF THE OCHOCO HIGHWAY IN WHEELER COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 5, 1949

Type Code 0010

Roadway (Sta. 24+77.6 to 172+60) (Sta. 215+00 to 228+50)

All Required				
150	sq. ft.	Clearing and Grubbing		$ 10,000.00
1,000	cu. yds.	Felling Danger Trees	$ 4.00	600.00
		Structural Excavation, Unclassified	3.00	3,000.00
1,100	cu. yds.	Trench Excavation, Unclassified	2.00	2,200.00
325,000	cu. yds.	General Excavation, Unclassified	0.60	195,000.00
413,000	yd. sta.	Short Overhaul	0.02	8,260.00
3,500	C-yd. sta.	Long Overhaul	0.50	1,750.00
3.06	miles	Finishing Roadbed and Slopes	500.00	1,530.00
6,000	lin. ft.	Rounding Cutbanks	0.20	1,200.00
320	lin. ft.	18-inch Corrugated Metal Pipe, Protected Invert	3.50	1,120.00
420	lin. ft.	24-inch Corrugated Metal Pipe, Protected Invert	4.80	2,016.00
650	lin. ft.	24-inch Extra Strength Corrugated Metal Pipe, Protected Invert	6.00	3,900.00
670	lin. ft.	36-inch Corrugated Metal Pipe, Protected Invert	8.50	5,695.00
160	lin. ft.	36-inch Extra Strength Corrugated Metal Pipe, Protected Invert	10.00	1,600.00
84	lin. ft.	48-inch Corrugated Metal Pipe, Protected Invert	12.50	1,050.00
130	lin. ft.	48-inch Extra Strength Corrugated Metal Pipe, Protected Invert	15.00	1,950.00
500	lin. ft.	54-inch Corrugated Metal Pipe, 8 Gauge, Protected Invert	23.00	11,500.00
130	lin. ft.	84-inch Sectional Plate Culvert	36.00	4,680.00
80	lin. ft.	108-inch Sectional Plate Culvert	50.00	4,000.00
		Subtotal		$261,051.00
		10% engr. & Cont.		26,105.10
		Total		$287,156.10

Length	3.055 miles
Cost per mile	$93,995.45

Federal Aid Funds	$175,000.00
State Funds	112,156.10
	$287,156.10

State Funds for Constr: Chap. 175, laws 1917: Chap. 31, laws 1920: Chap. 329, laws 1939.
State Funds for Maint: Chap. 329, laws 1939.

June 22, 1949

Mr. T. H. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of revised P.E. and E. estimate for the Forest Boundary-Jones Ranch Section, Project No. F-175 (6), in which estimate the unit price for the item of "General Excavation, Unclassified" has been changed.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWW:ow

Encl.

Oregon State Highway Department — Federal Aid Project No. F-175 (6)

FOREST BOUNDARY-JONES RANCH SECTION

OF THE OCHOCO HIGHWAY IN WHEELER COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, June 22, 1949

Type Code 0010

Roadway (Sta. 24+77.6 to 172+60) (Sta. 215+50 to 228+50)

All Required				
		Clearing and Grubbing		$ 7,500.00
150	sq. ft.	Felling Danger Trees	$ 6.00	900.00
1,000	cu. yds.	Structural Excavation, Unclassified	3.50	3,500.00
1,100	cu. yds.	Trench Excavation, Unclassified	3.00	3,300.00
325,000	cu. yds.	General Excavation, Unclassified	0.60	195,000.00
413,000	yd. stas.	Short Overhaul	0.02	8,260.00
3,500	C-yd.stas.	Long Overhaul	0.50	1,750.00
3.06	miles	Finishing Roadbed and Slopes	500.00	1,530.00
6,000	lin. ft.	Rounding Cutbanks	0.20	1,200.00
320	lin. ft.	18" Corr. Metal Pipe, Protected Invert	4.00	1,280.00
420	lin. ft.	24" Corr. Metal Pipe, Protected Invert	6.00	2,520.00
650	lin. ft.	24" Extra Strength Corr. Metal Pipe, Protected Invert	7.00	4,550.00
670	lin. ft.	36" Corr. Metal Pipe, Protected Invert	12.00	8,040.00
160	lin. ft.	36" Extra Strength Corr. Metal Pipe, Protected Invert	14.00	2,240.00
84	lin. ft.	48" Corr. Metal Pipe, Protected Invert	16.00	1,344.00
130	lin. ft.	48" Extra Strength Corr. Metal Pipe, Protected Invert	18.00	2,340.00
500	lin. ft.	54" Corr. Metal Pipe, 8 Gauge, Protected Invert	22.00	11,000.00
130	lin. ft.	84" Sectional Plate Culvert	42.00	5,460.00
80	lin. ft.	108" Section Plate Culvert	55.00	4,400.00
			Subtotal	$266,114.00
			10% Engr. & Cont.	26,611.40
			Total	$292,725.40
		Length	3.055 miles	
		Cost per mile	$95,818.46	

Federal Aid Funds	$175,000.00
State Funds	117,725.40
	$292,725.40

Oregon State Highway Department — Federal Aid Project No. F-175 (6)

FOREST BOUNDARY–JONES RANCH SECTION
OF THE OCHOCO HIGHWAY IN WHEELER COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, June 1, 1949

Type Code 0010

Roadway (Sta. 24+77.6 to 172+60) (Sta. 215+50 to 228+50)

All Required		Clearing and Grubbing			$ 7,500.00
150	sq. ft.	Felling Danger Trees		$ 6.00	900.00
1,000	cu. yds.	Structural Excavation, Unclassified		3.50	3,500.00
325,000	cu. yds.	Trench Excavation, Unclassified		3.00	3,300.00
413,000	yd. stas.	General Excavation, Unclassified	.60	~~0.65~~	~~$41,250.00~~ 195000.00
3,500	C-yd. stas.	Short Overhaul		0.02	8,260.00
3.06	miles	Long Overhaul		0.50	1,750.00
6,000	lin. ft.	Finishing Roadbed and Slopes		500.00	1,530.00
320	lin. ft.	Rounding Cutbanks		0.20	1,200.00
420	lin. ft.	18" Corr. Metal Pipe, Protected Invert		4.00	1,280.00
650	lin. ft.	24" Corr. Metal Pipe, Protected Invert		6.00	2,520.00
670	lin. ft.	24" Extra Strength Corr. Metal Pipe, Protected Invert		7.00	4,550.00
160	lin. ft.	36" Corr. Metal Pipe, Protected Invert		12.00	8,040.00
84	lin. ft.	36" Extra Strength Corr. Metal Pipe, Protected Invert		14.00	2,240.00
130	lin. ft.	48" Corr. Metal Pipe, Protected Invert		16.00	1,344.00
500	lin. ft.	48" Extra Strength Corr. Metal Pipe, Protected Invert		18.00	2,340.00
130	lin. ft.	54" Corr. Metal Pipe, 8 Gauge, Protected Invert		22.00	11,000.00
80	lin. ft.	84" Sectional Plate Culvert		42.00	5,460.00
		108" Sectional Plate Culvert		55.00	~~4,400.00~~
			Subtotal		~~$282,364.00~~ 266114.00
			10% Engr. & Cont.		~~28,236.40~~ 26611.40
			Total		~~$310,600.40~~ 292,725.40
		Length	3.055 miles		
		Cost per mile	~~$101,669.52~~	95818.46	

Federal Aid Funds- ~~$187,000.00~~ 175000.00
State Funds- ~~123,600.40~~ 117,725.40

~~$310,600.40~~
292,725.40

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

OREGON DISTRICT

P. O. BOX 3900
PORTLAND 8, OREGON

June 6, 1949

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Project F-176(5), Ochoco Highway, Forest Boundary - Jones Ranch Section, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

It is noted the estimate on Oregon Project No. F-175(6) shows the stationing as 215+50 to 228+50 whereas the proposal and plans show Station 215+00 to 228+50. We have corrected the estimate and request conformity when project agreement estimate is submitted.

Very truly yours,

T. M. DAVIS
District Engineer

RECEIVED
JUN - 7 19[illegible]
OREGON
STATE HIGHWAY COMMISSION

June 6, 1949

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.A.R. documents for Oregon Project F-175(5), Cahoes Highway, Forest Boundary - James Ranch Section, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

It is noted the estimate on Oregon Project No. F-175(6) shows the stationing as 213+50 to 222+50 whereas the proposal and plans show Station 213+00 to 222+50. We have corrected the estimate and request conformity when project agreement estimate is submitted.

Very truly yours,

T. M. DAVIS
District Engineer

June 2, 1949

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are sending under separate cover six sets of small scale plans for the Forest Boundary-Jones Ranch Section, Project No. F-175 (6).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Asst. State Highway Engineer

JWW:HD

June 1, 1949

Mr. T. H. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate, four copies of right of way statement and six copies of price comparison of 84-inch and 108-inch sectional plate culverts with equivalent concrete box culverts to accompany plans and specifications for the Forest Boundary-Jones Ranch Section, Project No. F-175 (6).

Six bid proposals and one set of full scale plans are being sent under separate cover.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JMM/ge

Encl.

FOREST BOUNDARY-JONES RANCH SECTION

PROJECT NO. F-175 (6)

All necessary rights of way have been acquired for this project.

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

June 1, 1949

COMPARISON OF COSTS OF SECTIONAL PLATE CULVERTS AND EQUIVALENT CONCRETE BOX CULVERTS

84" Sectional Plate Culvert

Estimated cost per lineal foot			$ 42.00

Equivalent Concrete Box Culvert, 6' x 6'

Concrete per lineal foot	0.653 cubic yard	at $65.00	$ 42.45
Metal Reinforcement	127 lbs.	at $ 0.14	17.78
	Estimated Cost per lineal foot		$ 60.23

108" Sectional Plate Culvert

Estimated cost per lineal foot			$ 55.00

Equivalent Concrete Box Culvert, 8' x 8'

Concrete per lineal foot	0.976 cubic yard	at $65.00	$ 63.44
Metal Reinforcement	222 lbs.	at $ 0.14	31.08
			$ 94.52

RECEIVED
AUG 3 1949
FOR FILING

7-175(6)

August 3, 1949

Leonard & Slate Oreg.Ltd.
7805 S. W. 40th Ave.
Portland 19, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3193 which was awarded to you on June 28, 1949 by the State Highway Commission, covering grading on the Forest Boundary-Jones Ranch Section of the Ochoco Highway in Wheeler County.

An executed copy of this contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

RECEIVED
JUL 14 1949
FOR FILING

F-175 (6)

3193

File

July 11, 1949

Mr. T. H. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

This is to advise you that work was started on June 29, 1949 on Contract No. 3193, Forest Boundary-Jones Ranch Section, in connection with Federal Aid Project No. F-175 (6).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DSP/ge

RECEIVED
JUN 29 1949
FOR FILING

95 - 1H 0.7

3M3

June 29, 1949

Leonard & Slate, Oregon, Ltd.
7803 S. W. 49th Avenue
Portland 1, Oregon

Gentlemen:

The State Highway Commission on June 28, 1949, awarded you the contract for grading and removal of slide material on the Forest Boundary--Jones Ranch Section of the Ochoco Highway, in Wheeler County. This award was based on your low bid of $262,851 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

ec

cc - Mr. E. K. Probert

RECEIVED
DEC 13 '49
FOR FILING
OREGON DISTRICT

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

June 28, 1949

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence as of this date in award of contract on Oregon Project No. F-175(6), Forest Boundary - Jones Ranch Section of the Ochoco Highway, to Leonard & Slate Ltd., who submitted the low bid.

Very truly yours,

T. M. DAVIS
District Engineer

RECEIVED
JUN 30 19[illegible]
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 13 1949
FOR FILING
OREGON DISTRICT

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

June 15, 1949

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

A further review of the P.S.& E. covering Oregon Project F-175(6), Ochoco Highway, Forest Boundary - Jones Ranch Section, reveals a typographical error on page 2 of the Special Provisions. In the second paragraph under STANDARD SPECIFICATIONS the culvert location is shown as "Station 119+30" (54" Seed. Plat. at), whereas all other documents show it at (108" Seed. Plat ✓) Station 219+68. We have corrected all our copies of the Special Provisions and suggest you do likewise.

Very truly yours,

changes made in Spec. Prov. 6/16/49 CB.

T. M. DAVIS
District Engineer

By:
C. G. Polk
C. G. Polk
Senior Highway Engineer

RECEIVED
JUN 16 1949
OREGON
STATE HIGHWAY COMMISSION

24-3452 Office Building-Supreme Court Bldg. Parking Area 1949

#7194 Salem

RECEIVED
FEB 9 1950
FOR FILING

24-345-2

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Feb. 6, 1950

SUBJECT: Request for release of warrants on final estimates.

To: Mr. H. B. Glaisyer
O-f-f-i-c-e

	Vou. #	Cont. #	Est. #	Name	Am't.	Wt. #	Note
1.	1134	3194	3-final	T. J. Pateer	350.00	368158	
2.							
3.							

4. Accepted _____

5. Time Extensions _____

6. Claims _____

7. Remarks:

8.

9.

10.

11.

12.

ACCOUNTING DIVISION

By _____
Bookkeeping Dept.

Approved _____
Secretary

Warrant mailed FEB 8 1950 1950

NOTED ON CARD
2-8-50 ST

FEB 6 1950
RECEIVED

FORM S-30 10M 6-48 20429

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Feb. 6, 1950

SUBJECT: Request for release of warrants on final estimates.

To: Mr. H. B. Gleisyer
O-f-f-i-c-e

	Vou. #	Cont. #	Est. #	Name	Am't.	Wt. #	Note
1.	1134	3194	3-final	T. J. Patzer	350.00	368158	
2.							

3. Completed Aug. 30, 1949
4. Accepted Sep. 21, 1949
5. Time Extensions None Needed
6. Claims None of record
7.
8. Remarks:
9. Ok to release warrant immediately
10.
11.
12.

ACCOUNTING DIVISION

By _____
Bookkeeping Dept.

Approved _____
Secretary

Warrant mailed _____ 1950

RECEIVED
JAN 30 1950
FOR FILING

24-3452

3194

4-P

January 27, 1950

Oregon State Highway Commission

Gentlemen:

In constructing the parking area for state cars between the State Office Building and the Supreme Court Building in Salem, the project authorization has been exceeded by $1,654.43.

Contract items are substantially as the specifications called for, the authorization being $3,923.96, and the actual payments to the contractor being $3,981.47; however, two items which could not be anticipated were the principal cause of the overrun. After the area had been excavated to provide for surfacing and paving of the parking area, the drainage, of which there was no record, was found to be completely inadequate, and it was necessary to install all new drain pipes, together with one new catch basin and one new manhole. The entire contract cost was $745.85.

The contractor was materially delayed in the completion of the project due to the extra drainage work and the strike of the teamsters, and the overrun of the engineering authorization was $908.58. The above two items total $1,654.43.

This matter will be on the next agenda, and I respectfully request your authority for additional project authorization on Contract No. 3194, State Office Building-Supreme Court Building Parking Project, in the amount of $1,654.43.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:me hi
cc Mr. W. C. Williams
Mr. H. G. Smith

FORM E-80 20M 1-40 20088

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

January 18, 1950
Salem, Oregon

SUBJECT:

To: Mr. W. C. Williams
Assistant State Highway Engineer

O F F I C E

NOTED
W. C. WILLIAMS

Dear Sir:

Herewith report from Mr. Eason on reasons for over-runs on Contract No. 3193, Office Building-Supreme Court Parking Area Project.

Very truly yours,

H. G. Smith
Construction Engineer

HGS:es
Enclosure

FORM E-30 25M 6-49 52808

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 17, 1950

24-3452

SUBJECT:

To: Mr. H. G. Smith,
Construction Engineer,
D e p a r t m e n t.

Dear Sir:

Mr. Williams has asked for a more detailed explanation of the overrun on the Office Building-Supreme Court Parking Area Project, Contract No. 3194. I am attaching hereto a report from Mr. McGee giving the authorization and cost items for contract and extra work orders, with an explanation of the difficulties that caused the extra work items as well as the high cost of the engineering incidental to a small project of this kind.

It should be noted particularly that the cost of this job was affected very materially by the strike that existed during a considerable period at the time of this work, causing the contractor much delay as well as the delay and heavier costs of our engineering work.

Very truly yours,

F. D. EASON,
Division Engineer.

FDE:AM

NOTED
H. G. S.

RECEIVED
JAN 17 1950
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

Salem, Oregon
January 17, 1950

Explanation of Overrun, Contract #3194

Mr F. D. Mason
Division Engineer
Lab Building
Salem, Oregon

Dear Sir:

As per your request of Jan. 16, 1950, the following is an explanation for the overrun in cost of the State Office Building-Supreme Court Building Parking Construction Project, located at Salem, Oregon in Marion County, Contract #3194, Prefix #24-3452.

There was an overrun in three, and a saving in one , of the four amounts set up in the Original Authorization for this project. (Check the Following)

	Authorization	Orig. Auth.	Cost	Underrun	Overrun
1	Contract Bid Items	$3923.96	$3981.47	$	$ 57.51
2	Adjust Sprinkling System	200.00	110.31	89.69	
3	Contingencies	164.96	942.99		778.03
4	Engineering	247.43	1156.01		908.58
		$4536.35	$6190.78	$ 89.69	$1744.12
				Underrun	89.69
				Total Overrun	$1654.43

1 Contract Bid Items

The contract bid items overrun because extra Concrete Curb (Item #5), was needed to complete the work than was called for in the plans. Item #10 (2"-0" Material in Base), overrun due to extra work which called for back-filling.

Contract Bid Items Overrun $57.51

2 Adjust Sprinkling System
Order Extra Work #1

Saving of ..... -$89.69

3 Contingencies
Order Extra Work #2

During construction we were informed that the drainage was inadequate and to correct same. The inlet area was too small into the old catchbasin to accommodate an 8" pipe so a new catchbasin and grate assembly had to be bought. It was found that the majority of the pipe from the old catch-basin, left of sta. 1+40 was 3" castiron pipe; the first joint only being 6" pipe. To correct this drainage it was necessary to saw pavement, excavate, install 8" conc. pipe, one new standard catchbasin complete, a special catchbasin manhole and repaved with 5" Portland Concrete Pav.

Order Extra Work #3

When the contractor started Removal Of Curbs (Item#2) it was found that the the curb was monalithic with the pavement and also tied together with reinforcing steel. This necessitated the sawing the rough edge of pavement parrallel to and cut 0.2' from the curb line in order to leave edge in a straight and vertical cut. There was 395 lin. ft. of this sawing.

	Credit	Cost	
Order Extra Work #1	$ 89.60		
Order Extra Work #2		$786.56	
Order Extra Work #3		154.63	
		$942.99	
Contingencies Authorization	164.96		
	$254.65	-254.65	
Contingency Overrun		$688.34	$688.34

4 Engineering

The authorization of 6% of contract amount for this project was too small to cover engineering on this type of construction. It was necessary to have an inspector on the job at all times to check on the many details, to make necessary cement reports and to make cement cylinders for each pour of curb or pavement.

In connection with Order Extra Work #2, the party made a search in the field and in the records trying to locate the storm and sanitary sewer lines under ground. The City was called in to try to locate the pipe with their pipe detector but due to so many underground lines, cables etc, they were unsuccessful. Three days were spent investigating, digging holes and flowing water through the systems trying to locate the pipe; dye was finally used.

The following is a break down of our cost-

Inspector	$258.19	
Tests made in Laboratory	150.00	
Miscellaneous	40.77	
Engineering (Party in Field & Office & Semi Final)	707.05	
Total Engineering Cost	$1156.01	
Engineering Authorization	247.43	
Engineering Overrun	$ 908.58	$908.58
Total overrun of Project		$ 1654.43

In summation, it seems to me that the $1654.43 overrun, is a legitimate amount. There was extra cost in the bid items that could not be foreseen when the preliminary estimate for this project was made. During construction the contractor was held up by a strike of the Teamsters Union which slowed the work up and then caused a delay.

Under the present set up of taking 10% of contract figure and allowing same for Engineering and Contingencies, the amount set up on an underbid contract of $3983.96, did not allow sufficient Auth. to take care of the $943.99 in extra work and the extra Engineering encountered during construction.

Respectfully Yours

John F. McGee
Resident Engineer

co'n;co'n

RECEIVED
JAN 17 1950
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

Salem, Oregon
January 17, 1950

Explanation of Overrun, Contract #3194

Mr F. D. Mason
Division Engineer
Lab Building
Salem, Oregon

Dear Sir:

As per your request of Jan. 16, 1950, the following is an explanation for the overrun in cost of the State Office Building-Supreme Court Building Parking Construction Project, located at Salem, Oregon in Marion County, Contract #3194, Prefix #24-5452.

There was an overrun in three, and a saving in one , of the four amounts set up in the Original Authorization for this project. (Check the Following)

	Authorization	Orig. Auth.	Cost	Underrun	Overrun
I	Contract Bid Items	$3923.96	$3981.47		$ 57.51
2	Adjust Sprinkling System	200.00	110.31	89.69	
3	Contingencies	184.96	942.99		778.03
4	Engineering	247.43	1156.01		908.58
		$4556.35	$6190.78	$ 89.69	$1744.12
				Underrun	89.69
				Total Overrun	$1654.43

I Contract Bid Items

The contract bid items overrun because extra Concrete Curb (Item #5), was needed to complete the work than was called for in the plans. Item #10 (2"-0" Material in Base), overrun due to extra work which called for back-filling.

Contract Bid Items Overrun $57.51

2 Adjust Sprinkling System
Order Extra Work #1

Saving of ..... -$89.69

3 Contingencies
Order Extra Work #3

During construction we were informed that the drainage was inadequate and to correct same. The inlet area was to small into the old catchbasin to accommodatean 8" pipe so a new catchbasin and grate assembly had to be bought. It was found that the majority of the pipe from the old catch-basin, left of sta. 1+40 was 3" castiron pipe; the first joint only being 6" pipe. To correct this drainage it was necessary to saw pavement, excavate, install 8" conc. pipe, one new standard catchbasin complete, a special catchbasin manhole and repaved with 5" Portland Concrete Pav.

Order Extra Work #3

When the contractor started Removal Of Curbs (Item#2) it was found that the the curb was monolithic with the pavement and also tied together with reinforcing steel. This necessitatedthe sawing the rough edge of pavement parrallel to and cut 0.8' from the curb line in order to leave edge in a straight and vertical cut. There was 305 lin. ft. of this sawing.

	Credit	Cost	
Order Extra Work #1	$ 89.69		
Order Extra Work #2		$788.36	
Order Extra Work #3		154.63	
		$942.99	
Contingencies Authorization	164.96		
	$254.65	-254.65	
Contingency Overrun		$688.34	$688.34

4 Engineering

The authorization of 6% of contract amount for this project was too small to cover engineering on this type of construction. It was necessary to have an inspector on the job at all times to check on the many details, to make necessary cement reports and to make cement cylinders for each pour of curb or pavement.

In connection with Order Extra Work #2, the party made a search in the field and in the records trying to locate the storm and sanitary sewer lines under ground. The City was called in to try to locate the pipe with their pipe detector but due to so many underground lines, cables etc, they were unsuccessful. Three days were spent investigating, digging holes and flowing water through the systems trying to locate the pipe; dye was finally used.

The following is a break down of our cost-

Inspector	$358.19	
Tests made in Laboratory	150.00	
Miscellaneous	40.77	
Engineering (Party in field & Office & Semi Final)	707.05	
Total Engineering Cost	$1156.01	
Engineering Authorization	247.43	
Engineering Overrun	$ 908.58	$908.58
Total overrun of Project		$ 1654.43

In summation, it seems to me that the $1654.43 overrun, is a legitimate amount. There was extra cost in the bid items that could not be foreseen when the preliminary estimate for this project was made. During construction the contractor was held up by a strike of the Teamsters Union which slowed the work up and then caused a delay.

Under the present set up of taking 10% of contract figure and allowing same for Engineering and Contingencies, the amount set up on an underbid contract of $3923.96, did not allow sufficient Auth. to take care of the $942.99 in extra work and the extra Engineering encountered during construction.

Respectfully Yours

J. F. McGee

John F. McGee
Resident Engineer

co'n;co'n

RECEIVED
JAN 18 1950
FOR FILING

24-3452

3194

January 17, 1950

United States Fidelity & Guaranty Co.
H. Talbot Sinclair, Manager
1112 Cascade Bldg.
Portland 4, Oregon

Gentlemen:

This is to advise you that State Highway contract No. 3194 for work on the Office Bldg.-Supreme Court Bldg. Section, Parking Area, in Marion County, has been completed by the contractor, T.J. Peter, and that final payment in the amount of $350.00 will be made on or after January 27, 1950.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $5,034.77 of which amount $1,053.30 represents force account items. This contract was completed on August 30, 1949 and accepted by the Commission on September 21, 1949.

This notice is sent to you because you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn

cc - United States Fidelity & Guaranty Co.
Baltimore 3
Maryland

NOTED ON CARD
1-17-50 gk

United States Fidelity & Guaranty Co.
James E. Nicholson, Ins. Agent
Livesley Bldg.
Salem, Oregon

RECEIVED
JAN 16 1950
FOR FILING

24-3452

3194

January 13, 1950

W. Talbot Sinclair
United States Fidelity and Guaranty Co.
1112 Cascade Bldg.
Portland 4, Oregon

Gentlemen:

You are advised of the intention of the State Highway Commission to make semi-final payment to J. T. Patser, on contract No. 3194, covering Office Building-Supreme Court Building Parking Area in Salem. This payment, in the amount of $587.65, will be made on or after January 23, 1950. The retained percentage is $350.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: James H. Michaleen, Inc.
Livesley Bldg.
Salem, Oregon

NOTED ON CARD
1-13-50 jf

Form E1-10-48

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending December 10, 1949

Section Office Bldg.-Supreme Court Bldg.

Highway Parking Area

Contractor J. T. Patzer

Date of Contract July 1, 1949

Date work started July 7, 1949

Amount of contract $ 3,923.96

Kind of work Grading and Paving

Section prefix 24-3452

Contract number 3194

Date of completion August 31, 1949

Estimated date of completion Sept. 8 1949

Per cent of time elapsed 104.84 %

Estimated cost of completed project, exclusive of engineering $ 5,034.77

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date $ 1,136.05, 459.14 %

Date project was completed Sept. 8, 1949

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi Final Consisting of the Following items submitted to division office Wednesday December 7.

Statement of Overruns and Underruns (Original & 2 copies).

1 cloth profile.

Book # 1 Computations.(Job Index).

" 2 Miscellaneous Bid Item Notes.

" 3 Plotted x-Sections.

" 4 X-Section Notes.

" 5 Transit Notes & Miscellaneous Topography Notes (in Place).

One Material Receipts Book # 1.

H. W. NOTED LIBBY

RECEIVED DEC 12 1949 DIVISION ENGINEER DIVISION NO. 2

NOTED E. M. ...

Signed J. F. McGee

Address

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheep-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
DEC 12 1949
OFFICE OF
CONSTRUCTION ENGINEER

RECEIVED
JUL 18 1949
FOR FILING

24-2452

3194

July 15, 1949

Mr. J. J. Fetzer
108 Highway Ave.
Salem, Oregon

Dear Sir:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3194 which was awarded to you on July 1, 1949 by the State Highway Commission, covering Office Building-Supreme Court Building Parking Area in Salem.

An executed copy of the above contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

Recorded

AGENDA
AUG 1 1949
#-4

J1-3452
3194

July 1, 1949

Mr. T. J. Peteer
108 Hi-Way Avenue
Salem, Oregon

Dear Mr. Peteer:

Confirming my telegram to you of this date, the State Highway Commission has today awarded to you the contract for the Office Building-Supreme Court Building Parking Area at Salem, Marion County. This award was based on your low bid of $3,923.96, submitted on June 24, 1949.

Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HHO:te

cc - H. G. Smith
Goldie Lewis
S. H. Probert
L. H. White

Sec copies sent

S+C

Charge to the account of

$

CLASS OF SERVICE DESIRED

DOMESTIC		CABLE	
TELEGRAM	X	ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
NIGHT LETTER		NIGHT LETTER	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1206

JOSEPH L. EGAN
PRESIDENT

CHECK

ACCOUNTING INFORMATION

TIME FILED

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
July 1, 1949
1:45 p.m.

T. J. Patsour
108 Hi-Way Avenue
Salem, Oregon

State Highway Commission awarded you today contract for the Office Building-Supreme Court Building Parking Area at Salem, based on your low bid submitted June 28, 1949. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

RECEIVED
JUN 6 1949
FOR FILING
24-3452
3194

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

May 31, 1949.

Mr. R. H. Baldock,
State Highway Engineer,
State Office Building,
Salem, Oregon.

Dear Mr. Baldock:

With reference to the parking area between the State Office Building and the Supreme Court Building which you will construct very shortly, please be advised that 12 of the 41 parking spaces will be assigned to the Highway Commission.

I will appreciate it if you will advise me shortly before the painting of the spaces is started in order that we might assign all spaces at the same time.

You may be assured that the parking restrictions will be enforced.

Very truly yours,

William E. Healy

William E. Healy,
Assistant Secretary of State.

WEH:P

RECEIVED
JUN - 1 1949
OREGON
STATE HIGHWAY COMMISSION

FOR FILING

May 26, 1949

Mr. Earl T. Newbry
Secretary of State
State Capitol
Salem, Oregon

Attention: Mr. William E. Healy

Dear Sir:

With reference to the parking between the State Office Building and the Supreme Court Building, which the Legislature, by resolution, ordered the Highway Commission to do, advise that at the present time there are 13 parking spaces only 7 feet wide. We propose to have 41 spaces 9 feet wide. This will give 28 additional spaces.

At the present time the Highway Commission has assigned to it one space, which is generally filled by some other car. I refer you to the opinion of Mr. Devers that the authority of the Commission to use highway funds for building the parking area can be justified only in the event that a substantial part of that space be available for state highway cars. Investigation discloses that the State Highway Department needs not less than 12 spaces, which will leave 29 spaces for the other departments and for the mail car and other service cars. In other words, the Highway Department will have 30 per cent of the parking space. The department occupies about 60 per cent of the office building and, of course, none of the Supreme Court area.

I understand that the Secretary of State now has authority to set aside areas for parking and special purposes, and that you have power, under the law, to enforce these regulations. Please advise if it is agreeable to you to have marked 12 spaces for the State Highway Department.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hl
cc: Mr. J. H. Devers
Mr. W. C. Williams

Mr. Williams:
Please get this project under way.

FORM E-20 15M 10-48 30697

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 12, 1949

SUBJECT:

To: Mr. R. H. Baldock,

Office.

Dear Mr. Baldock:

By resolution the recent legislature authorized the Highway Commission to construct some additional parking space between the Supreme Court Building and the State Office Building. The authority of the Commission to so use highway funds can be justified, in my opinion, only in the event that a substantial part of that space is available for state highway cars. The official use

The Highway Commission does not control the Capitol Grounds. I think such control is vested either in the Secretary of State alone or in the Board of Control. It is my recommendation that some contact be made with the controlling authority and that there be definite understanding and agreement to the effect that a specified number of stalls shall be assigned to state highway cars and for state highway cars only.

Yours very truly,

J. M. Devers

J. M. DEVERS

JMD:PW

60

RECEIVED
JUN 21 1948
FOR FILING

June 16, 1948

Mr. Earl T. Newbry
Secretary of State
Salem, Oregon

Dear Sir:

Pursuant to Mr. Baldock's understanding with you, we have developed a plan and estimate of cost for additional parking space in the area between the State Office Building and the Supreme Court Building and are submitting them to you for consideration.

The plan provides parking space for 40 vehicles as compared with space for 14 vehicles as at present. At the total estimated cost of $5,700, the cost per additional vehicle accommodated is $220.

If it should be decided to make this improvement, we will be glad to prepare the more detailed plans and specifications that will be required as a basis for the letting of a contract.

The 9-foot width of parking stall is made necessary by the fact that the width of the area is insufficient to permit right angle parking in stalls of lesser width. With diagonal parking, the number of vehicles accommodated would be reduced to 36.

5-2-49
Requested Mr. Healey to Return Plan, which can not be found in Sec. of State Office
W W Stiffler

Very truly yours,

R. H. Baldock
State Highway Engineer

By

NOTED
State Highway Engineer

W. C. Williams
Assistant State Highway Engineer

SHP/gs

NOTED
W. W. STIFFLER

FILING

COLORADO STATE HIGHWAY COMMISSION

ESTIMATE OF COST

EXPANSION OF PARKING AREA BETWEEN STATE OFFICE BLDG. AND SUPREME COURT BLDG.

Item	Unit	Quantity	Unit Price	Amount
Remove Walks	Sq. Yds.	80	$ 0.75	$ 60.00
Remove Curbs	Lin. Ft.	400	0.35	140.00
Structural Excavation, Unclassified	Cu. Yds.	30	3.00	90.00
General Excavation, Unclassified	Cu. Yds.	250	1.50	375.00
8-inch Sewer Pipe	Lin. Ft.	250	1.00	250.00
Extra for Installing Pipe Under Pavement	Lin. Ft.	180	1.50	270.00
Adjustment of Manholes	Each	2	50.00	100.00
Adjustment of Water Valves	Each	4	15.00	60.00
Catch Basins	Each	2	55.00	110.00
Concrete Curbs	Cu. Yds.	12	50.00	600.00
Concrete Walks	Sq. Yds.	200	3.00	600.00
Expansion Joints in Walks	Lin. Ft.	500	0.10	50.00
2½" - 0" Material in Base	Cu. Yds.	60	3.00	180.00
½" - 0" Material in Cushion Course	Cu. Yds.	20	3.50	70.00
5-inch Portland Cement Concrete Pavement	Sq. Yds.	580	3.50	2,030.00
½" x 3" Expansion Joints in Pavement	Lin. Ft.	400	0.15	60.00
Contraction Joints	Lin. Ft.	300	0.05	15.00
Adjustment of Sprinkler System	Lump Sum	All	100.00	100.00
			Subtotal- - - - - - - - - - - -	$5,160.00
			Contingencies and supervision	540.00
			Total - - - - - - - - - - - - -	$5,700.00

June 16, 1948

Wal. 1.6'D.

Wal. 1.6'D.

2'

Const. P.C.C. Walk

Const. Curb

Car overhang

Const. Curb

Elm
1'D.

R-10'

Install Sprinklers

Remove Conc. Walk

A

Sprinklers

C.B.

Wal. 1.6'D.

Const. P.C.C. Pavement

Remove Curb

2+91.92

2+50

2+00

Remove Curb

H

R-10'

B

Const. P.C.C. Pavement

WAVERLY ST.

DATE

FINAL SURVEY
NOTE BOOK
NO.
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED

OFFICE BUILDING

Const. P.C.C. Walk

Const. Curb

Car overhang

Const. Curb

Existing Curb

A

Sprinklers

Const. P.C.C. Pavement

Remove Curb

Remove Curb

B

Down

Install Metal Capped Conc Bumpers

Scupper

Hydrant Box

Existing Bumper

Install Metal Capped Conc

Scupper

4" Drain

C B.

OFFICE BUILDING

Const. P.C.C. Walk

Const. Curb
Car overhang

Const. Curb

Remove Curb

Const. P.C.C. Pavement

Sprinklers

Remove Curb

Remove Curb

Down

Install Metal Capped Conc Bumpers

Scupper

Hydrant Box

Existing Bumper

Install Metal Capped Conc. B

Scupper

4" Drain

C.B.

A

B

2+50

2+00

1+50

FICE BUILDING

Down

Existing Bumper

Install Metal Capped Conc. Bumpers

Scupper

Const. PCC Wk.

Const. Curb

Hydrant Box

Car overhang

Const. P.C.C. Pav

Sprink

Rem. Conc. Walk

Remove Curb & Walk

Remove Curb & Walk

Adjust Water Valve

4" Drain

C.B.

Underground Electrical Conduit
approximately 1.5' below surface

1400

1450

OFFICE BLDG
PAR
SA

FED. ROAD Div. No.	ST
8	ORE

Const. PCC Wk

Const. PCC Wk

Bumpers R.1'

R-25

5.5'

Const. Curb

Const. Curb

35'

Car overhang

R-25

R-10'

R-10' 6'

Install Sprinkler

70.0

Hydrant Box

Rem. Conc. Walk

C

Const. P.C.C. Pavement

Sprinklers

R=10'

Elm 1.2'D.

Birch 1.3'D

Remove Curb & Walk

Underground Electrical Conduit Approximately 1.5' below Lawn Surface

Remove Curb & Walk

H

Adjust Water Valve

Adjust Manhole Steam

D

Const. P.C.C. Pavement

Elm 1.2'D.

R=10'

OFFICE BLDG.-SUPREME COURT BLDG. PARKING AREA
SALEM OREGON

SHEET No.

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	State		See Index

Const. PCC Wk

Const. Curb

R=10'

R=25'

35'

overhang

Const. P.C.C. Pavement

Sprinklers

Install Sprinkler

R=10'

Elm 1.2'D.

Birch 1.3'D.

Remove Curb & Walk

Adjust Water Valve

Adjust Manhole Steam

Elm

12 TH ST.

FINAL SURVEY
NOTE BOOK
NO.
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED

WAVERLY S

2+91.92

2+50

2+00

Remove Curb

Remove Curb

(B)
Const. P.C.C. Pavement

Adjust Manhole
Sanitary S.

(S)

Const. Curb

R-10'

R-25'

R-25'

(H)
Elm
1.3' D.

Const. P.C.C. Walk

(H)

Adjust Manhole
Steam

S

Profile "A"
Scale Horiz. 1"=10'
Vert. 1"=1'

Elev. Base of Curb
(Finished Grade)

Gutter
Waverly St.

El 67.78

DATE
BY

Const. P.C.C. Pavement

Remove Curb

Remove Curb

2+50

2+00

1+50

4" Drain 68%
C B.

B

Const. P.C.C. Pavement

Adjust Manhole Sanitary S.

Const. Curb

Const. P.C.C. Walk

H

Adjust Manhole Steam

Elevator

7' 2' 7'

Inst. Met. Capped Cone Bumpers

7' 2' 7' 2' 7'

Car overhang

Inst. Met. Capped Cone Bumpers

SUPREME COURT BUILDING

Profile "A"
Scale Horiz. 1"=10'
Vert. 1"=1'

Elev. Base of Curb (Finished Grade)

El. 69 To Edge of Bldg

El. 69

El. 68

El. 67

El. 70
Edge of Bldg
El. 69.64

El. 69

Remove Curb &

1400

1450

Underground Electrical Conduit
Approximately 1.5' below
Lawn Surface

4" Drain
C.B.

Remove Curb & Walk

Adjust Water Valve

(H)

(D)

Const. P.C.C. Pavement

Adjust Water Valve

Const. Curb

Const. P.C.C. Walk

R-25

7' 2' 7' 2' 7'

car overhang

Inst. Met. Capped Cone Bumpers

7' 2' 7'

Install
Met. Capped Cone Bumpers

evator

UPREME COURT BUILDING

El. 69.70 Edge of Bldg.

El. 69

El. 68

El. 67

El. 70
Edge of Bldg.
El. 69.64

El. 69

Elev. Base of Curb
(Finished Grade)

0 1 2 3 4 5

Const. P.C.C. Pavement

(C)

Sprinklers

R-10'

Elm 1.2'D.

Remove Curb & Walk

Underground Electrical Conduit Approximately 1.5' below Lawn Surface

1400

0450

Remove Curb & Walk

(H)

Adjust Water Valve

Adjust Manhole Steam

(D)

Const. P.C.C. Pavement

Adjust Water Valve

Const. Curb 7

R-2.5'

R-1'

R-10'

Elm 1.2'D.

Const P.C.C Walk

69.75

Power & Tel. — 3½" Conduit into ground.

Elev. Base of Curb (Finished Grade)

Profile "C"

Scale Horiz. 1" = 10'
Vert. 1" = 1'

Curb & Walk

Adjust Water Valve

Adjust Manhole Steam

D

C.C. Pavement

Curb & Walk

R-25'

R-10'

R-10'

R-10'

Elm 1.2'D.

12 TH ST.

Power & Tel. → 3½" Conduit into ground.

Profile "C"

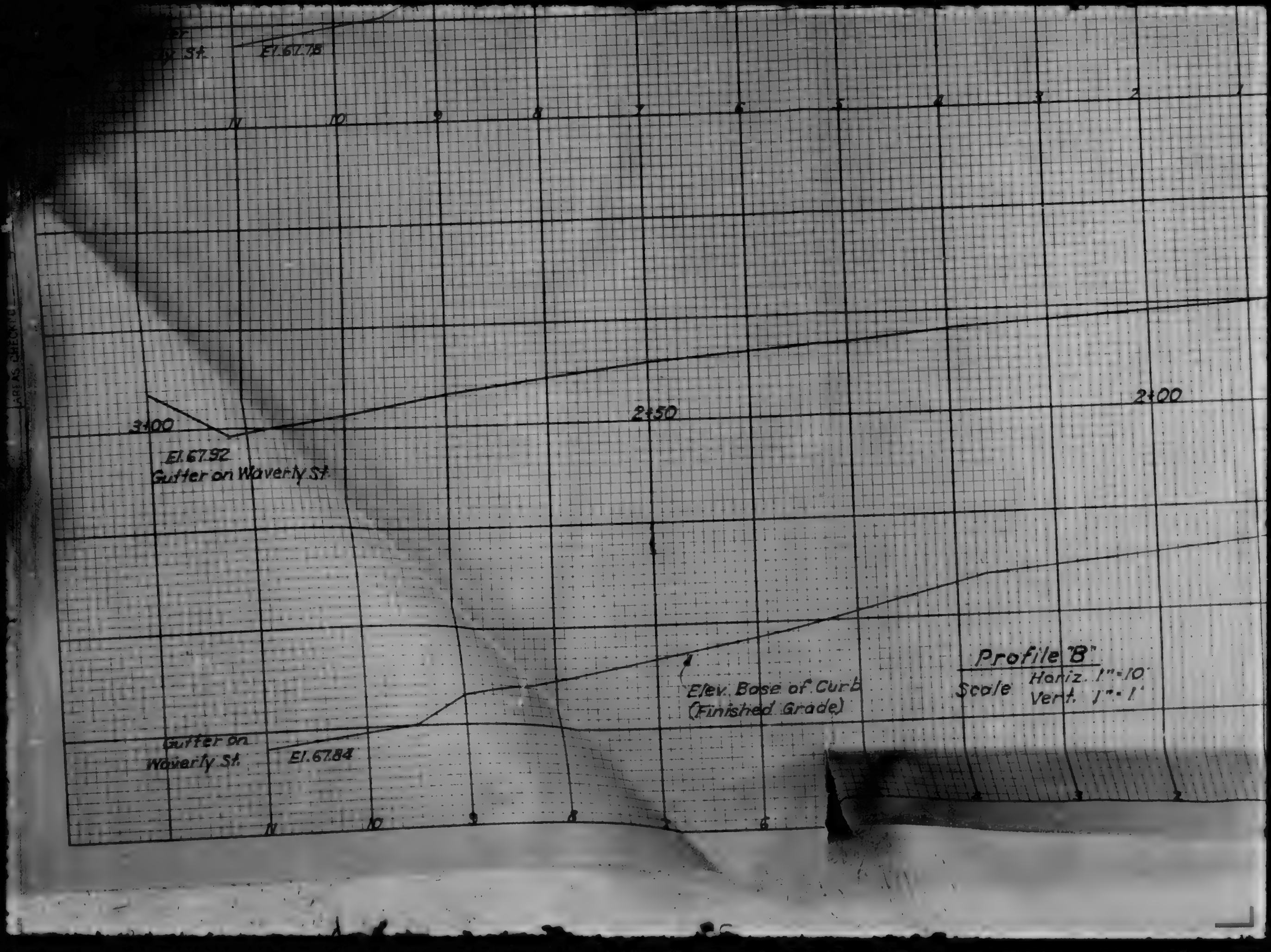
Scale Horiz. 1"=10'
Vert. 1" = 1"

Base of Curb (Finished Grade)

El. 70

El. 69

El. 68.90 Gutter on 12th St.


St.
El. 67.75
N
10
9
8
7
6
5
4
3
2
1
3+00
2+50
2+00
El. 67.92
Gutter on Waverly St.
Elev. Base of Curb
(Finished Grade)
Gutter on
Waverly St.
El. 67.84
Profile "B"
Scale Horiz. 1"=10'
Vert. 1"=1'

El. 69

El. 70
Edge of Bldg.
El. 69.64

El. 68

El. 69

0 El. 67

0 1 2

Prof

Catch Basin
El. 68.96

2+00

1+50

El. 70
Edge of Bldg
El. 69.65

El. 69 Edge of Bldg

El. 69

El. 69

Profile B
Scale Horiz. 1"=10'
Vert. 1"=1'

El. 68

0 1 2

Elev. Base of Curb
(Finished Grade)

El. 69

Profile "C"
Scale Horiz. 1" = 10'
Vert. 1" = 1'

0 1 2 3 4 5 6 7 8 9 10

Profile on ℄

Catch Basin
El. 68.96

50 1+00 0+50

El. 70
Edge of Bldg
El. 69.65

El. 69

Elev. Base of Curb
(Finished Grade)

Profile "D"
Scale Horiz. 1" = 10'
Vert. 1" = 1'

0 1 2 3 4 5 6 7 8 9 10

Scale Horiz 1" = 10'
Vert 1" = 1'

Gutter on 12th St.

El. 68.85 Gutter on 12th

El. 70

El. 69

El. 68.80
Gutter on 12th

El. 68

Elev. Base of Curb
(Finished Grade)

Profile D

Scale Horiz 1" = 10'
Vert 1" = 1'

SURVEY PLOTTED
NOTE BOOK TEMPLATE
NO. AREAS
AREAS CHECKED

Elev. Base of Curb (Finished Grade)

Gutter Waverly St. El. 67.78

N 10 9 8 7 6 5 4 3 2

3+00

El. 67.92
Gutter on Waverly St.

2+50

2+00

Profile "B"
Scale Horiz. 1"=10'
Vert. 1"=1'

Elev. Base of Curb (Finished Grade)

Gutter on Waverly St. El. 67.84

N 10 9 8 7 6 5 4 3 2

0 El. 67

0 1 2 3 4 5

Profile on ℄

Catch Basin
El. 68.96

1+50

1+00

El. 70

El. 69.7 Edge of Bldg

Edge of Bldg
El. 69.65

Elev. Base
(Finished

El. 69

El. 69

El. 68

0 1 2 3 4 5

(Finished Grade)

Profile "C"

Scale Horiz. 1" = 10'
Vert. 1" = 1'

5 6 7 8 9 10 11 12 13 14 15

El. 69

El. 68.90
Gutter on 12th St.

El. 68.85 Gutter on 12th

0+50

0+00

Elev. Base of Curb
(Finished Grade)

Profile "D"

Scale Horiz. 1" = 10'
Vert. 1" = 1'

5 6 7 8 9 10 11 12 13 14 15

El. 70

El. 69

El. 68.80
Gutter on 12th

F-179(6) Newberg-McMinnville Sec., Pacific Hwy. West 1949
#3195

RECEIVED
MAR 1 - 1951
FOR FILING

7179(6)
4 52(8)

OREGON STATE HIGHWAY COMMISSION
(date)
Feb. 27, 1951

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
2195	15-final	J. R. Taggart & Co. Inc., & J. R.Taggart	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
2629	R-10414	$ 13,726.82	2/26/51

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: Sep. 30, 1950

Time Extensions: None required

Completion Date: Sep. 28, 1950

Date Accepted: Oct. 26, 1950

Penalties: None of record

Claims: None of record

Remarks:

Date: 2-28-51

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: MAR 28 1951

NOTED ON CARD

RECEIVED
FEB 2 1951
FOR FILING

7-199(6) 7-1-21(4)
3195

February 1, 1951

Phoenix Indemnity Company
360 Pine Street
San Francisco, Calif.

Attention: Mr. J. A. Wynne

Gentlemen:

Please be advised that State Highway Contract No. 3195, for grading and paving on the Newberg-McMinnville Section of the Pacific Highway West in Yamhill County, has been completed by the contractor, J. R. Taggart & Co.,Inc. and J. R. Taggart, and that final payment in the amount of $13,726.82 will be made on or after February 10, 1951.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

For your information we wish to advise that the total contract amount is $424,955.93, of which amount $1,097.80 represents force account items. This contract was completed on September 28 and accepted by the Commission on October 26, 1950.

We are sending you this notice as your Company is surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Geo. B. Leidig, Special Agent
Wilcox Building
Portland 4, Oregon

NOTED ON CARD

RECEIVED
JAN 8 - 1951
FOR FILING

7-179(6) 752(8)
3195

December 29, 1950

Phoenix Indemnity Company
360 Pine Street
San Francisco, Calif.

Attention: Mr. J. A. Hynne

Dear Sir:

The State Highway Commission is prepared to make semi-final payment to J. R. Taggart & Co.,Inc. and J. R. Taggart on contract No. 3195, for grading and paving on the Newberg-McMinnville (Units 1, 2 & 3) Section on the Pacific Highway West in Yamhill County. This payment, in the amount of $692.24, will be made on or after January 8, 1951. The retained percentage is $12,718.43.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Geo. B. Leidig,
Special Agent
Wilcox Bldg.
Portland 4, Oregon

NOTED
H. B. GLASSYER

RECEIVED
OCT 19 1950
FOR FILING

7-171(1)
7-52(8)
3195

October 19, 1950

Phoenix Indemnity Company
360 Pine Street
San Francisco, Calif.

Attention: Mr. J. A. Wynne

Gentlemen:

It is the intention of the State Highway Commission to release to J. R. Taggart & Co.,Inc. and J. R. Taggart a portion of the funds that heretofore have been retained by the Commission, in connection with contract No. 3195 covering the Newberg-McMinnville (Units 1,2 & 3) Section of the Pacific West Highway in Yamhill County. This payment, which is in the amount of $41,138.66, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $12,697.02. The present payment will be made on or after October 30, 1950.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety for the above contractor on his contract bond. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Geo. B. Leidig,Special Agent
Wilcox Bldg.
Portland 4, Oregon

NOTED ON CARD
10-19-50 gl

Form E-1—1934—7-50

7 179 (6) (8)
7 52
7

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 14, 19 50

Section ~~McMinnville~~ McMinnville — Kind of work Grading and Paving

Highway Pacific West — Section prefix 36-1015

Contractor JRTaggart Co., Inc & JRTaggart — Contract number 3195

Date of contract July 1 1949, 19 49 — Date of completion Sept 28, 19 50

Date work started July 6 1949, 19 — ~~Revised~~ date of completion " 28, 19 50

Amount of contract . . . . . $ ~~27775.xx~~ 414326.40 — Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 426904

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date $ 27775., ... % — Date project was completed Sept 28.1950, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Two men in office on final estimate all week.

Sent in Mo est Oct 10.

RECEIVED

NOTED
H. W. LIBBY

ENTERED

NOTED
B. A. MARTIN

NOTED

P P Whitmore

Signed P P Whitmore, Res Engr

Address Salem, Ore

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheep-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

State Printing Dept. 41606

RECEIVED
OCT 6 1950
FOR FILING

7199(6)9-52(8)
3195

October 2, 1950

Mr. T. M. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

This is to advise you that work was completed on September 28, 1950, on Contract No. 3195, ~~Roseburg-Myrtleville~~ Section, in connection with Federal Aid Project No. F-179 (6), F-52 (8).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

MCW:gs

cc: John Cattanll

RECEIVED
DEC 13 1949
FOR FILING

F-1796
3 PE

November 10, 1949

Mr. T. H. Davis, District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing two copies of project agreement signed by the Highway Commission for Units 1 and 2, Roseburg-Myrtleville Section, Project No. F-52 (8).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWN:gs

Encl.

Department of Commerce
BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF COMMERCE
PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

DIVISION EIGHT

MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

November 17, 1949

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon F-52(8)
Units 1 and 2
Newberg-McMinnville Section
Pacific Highway West

Dear Sir:

Enclosed for your file is an executed copy of the project agreement for the above project.

Very truly yours,

W. H. LYNCH
Division Engineer

By: F. E. Andrews
F. E. Andrews
Principal Highway Engineer

Encl.

RECEIVED
STATE HIGHWAY COMMISSION

Form PR 2 (Revised 1946)

7210

State Oregon

Federal Aid Project No. F-52(8)

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 25 day of October, 1940,

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 21st day of May, 1947, a program, which was approved on the 2nd day of July, 1947, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 6th day of June, 1940; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of one hundred nine thousand and 00/100

dollars ($ 109,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

GPO 16—11279-8

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 329, Laws 1939.

(Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 22+86.0 in the NW 1/4, Section 19, T. 3 S., R. 2 W., W.M., and survey station 236+22.3? in the SE 1/4, Section 3, T. 4 S., R. 3 W., W.M., except stations 106+01.9 to 172+67.0,

, length 2.760 miles, in Yamhill County, being Oregon Federal Aid project No. F-52(8), consisting of 2.760 miles of roadway and [illegible] bridges, [illegible] of more than 20 feet clear span, [illegible]

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

16—11870-2

(b) Whenever in this contract or in any document made a part thereof the terms "Public Roads Administration", "Federal Works Agency", "Federal Works Administrator", "General Services Administration", or "Administrator of General Services" appear, they shall include or have reference to "Bureau of Public Roads" or the "Department of Commerce" or the "Secretary of Commerce", as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949.

available

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of one hundred nine thousand and 00/100 dollars ($ 109,000.00), which does not exceed the authorized Federal pro rata share of one hundred eighty-four thousand, two hundred one and 60/100 dollars ($ 184,201.60), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 329, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By _____

Chairman, State Highway Commission
(Title of officer)

Attest
SECRETARY

By _____

Member, State Highway Commission
(Title of officer)

RECOMMENDED FOR APPROVAL
Assistant STATE HIGHWAY ENGINEER

By _____

Member, State Highway Commission
(Title of officer)

By _____

(Title of officer)

By _____

(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By _____

Acting *Division Engineer,*
Public Roads Administration.

U. S. GOVERNMENT PRINTING OFFICE 16—11870-2

RECEIVED
NOV 14 1949
OREGON DIST.

RECEIVED
DEC 13 1949
FOR FILING

November 10, 1949

Mr. T. H. Davis, District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing two copies of project agreement signed by the Highway Commission for the Unit 3, Roseburg-Sutherlin Section, Project No. F-179 (6).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

M. C. Williams
Assistant State Highway Engineer

JWN:gs

Encl.

Department of Commerce
BUREAU OF PUBLIC ROADS
[redacted]
DIVISION EIGHT

MONTANA
OREGON
IDAHO
WASHINGTON

November 17, 1949

P. O. BOX 3900
PORTLAND 8, OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon F-179(6), Unit 3
Newberg-McMinnville Section
Pacific Highway West

Dear Sir:

Enclosed for your file is an executed copy of the project agreement for the above project.

Very truly yours,

W. H. LYNCH
Division Engineer

By

F. E. Andrews
Principal Highway Engineer

Encl.

RECEIVED
STATE HIGHWAY COMMISSION

Jon

PR 2 (Revised 1946)

Or 7812

State Oregon

Federal Aid Project No. F-179(6)

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 25 day of October, 1949

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 21st day of May, 1947, a program, which was approved on the 2nd day of July, 1947, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 6th day of June, 1949; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of one hundred forty-two thousand and 00/100

dollars ($142,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

GPO 16—11370-3

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1929; Chapter 329, Laws 1939.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 352+63 in the NE 1/4, Section 9, T. 4 S., R. 3 W., W.M., and survey station 238+00 in the NW 1/4, Section 7, T. 4 S., R. 3 W., W.M., without exception.

, length 2.171 miles, in Yamhill County, being Oregon Federal Aid project No. F-179(6), consisting of 2.171 miles of roadway and no bridges, each of more than 20 feet clear span,

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

16—11370-8

(b) Whenever in this contract or in any document made a part thereof the terms "Public Roads Administration", "Federal Works Agency", "Federal Works Administrator", "General Services Administration", or "Administrator of General Services" appear, they shall include or have reference to "Bureau of Public Roads" or the "Department of Commerce" or the "Secretary of Commerce", as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of one hundred forty-two thousand and 00/00 dollars ($ 142,000.00), which does not exceed the authorized Federal pro rata share of two hundred forty thousand, six hundred forty-three and 19/100 dollars ($ 240,643.19), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorising funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

16—11870-3

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

Attest

SECRETARY

STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By _____

Chairman, State Highway Commission
(Title of officer)

By _____

Member, State Highway Commission
(Title of officer)

By _____

Member, State Highway Commission
(Title of officer)

By _____

(Title of officer)

By _____

(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By _____

Acting *Division Engineer,*
Public Roads Administration.

U. S. GOVERNMENT PRINTING OFFICE 16—11870-2

RECEIVED
NOV 14 1949
OREGON DISTRICT

RECEIVED
DEC 13 1949
FOR FILING
F-179(6)
3195-

October 7, 1949

Mr. T. M. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate as basis for project agreement for the Units 1 and 2, Newberg-McMinnville Section, Project No. F-[illegible] (8).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Asst. State Highway Engineer

Encl.
JWM:md

Oregon State Highway Department — Federal Aid Project No. F-52 (8)

UNITS 1 AND 2, [redacted]-McMINNVILLE SECTION OF THE PACIFIC HIGHWAY WEST IN YAMHILL COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 28, 1949

Type Code No. 9672

Four Lane Roadway (Sta. 22+86 to 88+08) (Sta. 172+67 to 236+22.39)

All Required		Clearing and Grubbing (50%)		$ 4,750.00
880	cu. yds.	Structural Excavation, Unclassified	$ 2.50	2,200.00
42,800	cu. yds.	General Excavation, Unclassified	0.27	11,556.00
62,900	yd. sta.	Short Overhaul	0.015	943.50
1,530	C-yd. sta.	Long Overhaul	0.45	688.50
4.20	acres	Preparing Soil and Seeding	185.00	777.00
2.42	miles	Finishing Roadbed and Slopes	500.00	1,210.00
4,960	lin. ft.	Rounding Cutbanks	0.20	992.00
980	lin. ft.	12" Concrete Pipe	1.50	1,470.00
600	lin. ft.	18" Concrete Pipe	2.50	1,500.00
630	lin. ft.	6" Concrete Drain Pipe	0.70	441.00
660	lin. ft.	8" Concrete Drain Pipe	0.75	495.00
430	lin. ft.	6" Perforated Metal Drain Pipe	1.20	516.00
260	lin. ft.	12" Sewer Pipe	1.20	312.00
50	lin. ft.	Extra for Installing Pipe Under Pavement	3.00	150.00
750	lin. ft.	Salvaging Culvert Pipe	2.00	1,500.00
4	only	Concrete Catch Basins	55.00	220.00
10	cu. yds.	Concrete Curbs and Gutters	50.00	500.00
15,100	cu. yds.	3" - 0" Rock in Base	2.22	33,522.00
4,840	cu. yds.	3/4" - 0" Rock in Base and Shoulders	2.55	12,342.00
480	M-gal.	Sprinkling	3.00	1,440.00
320	cu. yds.	3/4" - 0" Rock in Binder Course	5.00	1,600.00
10,260	tons	Class "B" Asphaltic Concrete	6.35	65,151.00
50	tons	Furnishing and Placing MC-3 Asphalt in Binder Course	35.00	1,750.00
			Subtotal	$146,026.00
			10% Engr. & Cont.	14,602.60
			Total	$160,628.60
		Length	2.420 miles	
		Cost per mile	$66,375.45	

Two-Lane Roadway (Sta. 88+08 to 106+01.9)

All Required				
770	cu. yds.	Clearing and Grubbing (5%)		$ 475.00
2,900	cu. yds.	Structural Excavation, Unclassified	$ 2.50	1,925.00
71,800	yd. sta.	General Excavation, Unclassified	0.27	783.00
8,700	C-yd. sta.	Short Overhaul	0.015	1,077.00
0.20	acre	Long Overhaul	0.45	3,915.00
0.34	mile	Preparing Soil and Seeding	185.00	37.00
510	lin. ft.	Finishing Roadbed and Slopes	500.00	170.00
140	lin. ft.	Rounding Outbanks	0.20	102.00
1,570	lin. ft.	8" Sewer Pipe	0.95	133.00
6	only	12" Sewer Pipe	1.20	1,884.00
3	only	Concrete Catch Basins	55.00	330.00
1	only	Type "A" Manholes	200.00	600.00
60	cu. yds.	Type "B" Manholes	170.00	170.00
600	cu. yds.	Concrete Curbs and Gutters	50.00	3,000.00
200	cu. yds.	3" - 0" Rock in Base	2.22	1,332.00
		3/4" - 0" Rock in Base and Shoulders	2.55	510.00
200	M-gal.	Sprinkling	3.00	600.00
20	cu. yds.	3/4" - 0" Rock in Binder Course	5.00	100.00
620	tons	Class "B" Asphaltic Concrete	6.35	3,937.00
10	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	35.00	350.00
		Subtotal		$ 21,430.00
		10% Engr. & Cont.		2,143.00
		Total		$ 23,573.00

Length 0.340 mile
Cost per mile $69,332.35

SUMMARY OF FUNDS

Description	Total Cost	Federal Aid Funds	State Funds
Four-Lane Roadway	$160,628.60	$ 95,051.00	$65,577.60
Two-Lane Roadway	23,573.00	13,949.00	9,624.00
	$184,201.60	$109,000.00	$75,201.60

State Funds for Construction: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939
State Funds for Maintenance: Chap. 529, Laws 1939

June 7, 1949

Mr. T. H. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing twelve copies each of special provision pages numbers 15, 31 and 37 for the Newberg-McMinnville Section, Projects Nos. F-52 (8) and F-179 (6) which pages have been revised by several corrections and revisions.

One of each of the pages have been marked to indicate the changes.

Very truly yours,

S. H. Baldock
State Highway Engineer

By

W. G. Williams
Assistant State Highway Engineer

JWW:cw

Encl.

May 27, 1949

Mr. T. H. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate and four copies of right of way statement for the Unit Three, Newberg-McMinnville Section, Project No. F-52 (8).

F-52-(8)

The bid proposals and full scale plans were handed to you earlier today.

Very truly yours,

R. H. Baldock
State Highway Engineer

JHH:ew

Oregon State Highway Department — Federal Aid Project No. F-52 (8).

UNITS 1 AND 2, ROSEBURG-DRAIN SECTION OF THE PACIFIC HIGHWAY WEST IN YAMHILL COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, May 27, 1949

Type Code No. 9672

Four Lane Roadway (Sta. 22+86 to 88+06) (Sta. 172+67 to 236+22.39)

All Required		Clearing and Grubbing (50%)		$ 2,500.00
880	cu. yds.	Structural Excavation, Unclassified	$ 3.00	2,640.00
42,800	cu. yds.	General Excavation, Unclassified	0.35	14,980.00
62,900	yd. stas.	Short Overhaul	0.02	1,258.00
1,530	C-yd. stas.	Long Overhaul	0.50	765.00
4.20	acres	Preparing Soil and Seeding	300.00	1,260.00
2.42	miles	Finishing Roadbed and Slopes	500.00	1,210.00
4,960	lin. ft.	Rounding Cutbanks	0.15	744.00
980	lin. ft.	12" Concrete Pipe	2.00	1,960.00
600	lin. ft.	18" Concrete Pipe	3.00	1,800.00
630	lin. ft.	6" Concrete Drain Pipe	0.80	504.00
660	lin. ft.	8" Concrete Drain Pipe	1.00	660.00
430	lin. ft.	6" Perforated Metal Drain Pipe	1.50	645.00
260	lin. ft.	12" Sewer Pipe	1.75	455.00
50	lin. ft.	Extra for Installing Pipe Under Pavement	2.00	100.00
750	lin. ft.	Salvaging Culvert Pipe	2.00	1,500.00
4	only	Concrete Catch Basins	60.00	240.00
10	cu. yds.	Concrete Curbs and Gutters	50.00	500.00
15,100	cu. yds.	3" - 0" Rock in Base	2.50	37,750.00
4,840	cu. yds.	3/4" - 0" Rock in Base and Shoulders	3.00	14,520.00
480	M-gals.	Sprinkling	2.50	1,200.00
320	cu. yds.	3/4" - 0" Rock in Binder Course	3.75	1,200.00
10,260	tons	Class "D" Asphaltic Concrete	7.25	74,385.00
50	tons	Furnishing and Placing MC-3 Asphalt in Binder Course	38.00	1,900.00
60	tons	Furnishing and Placing RT-4 Tar in Binder Course	32.00	(Alternate)
		Subtotal		$164,676.00
		10% Engr. & Cont.		16,467.60
		Total		$181,143.60

		Length	2.420 miles	
		Cost per mile	$74,852.72	

Two-Lane Roadway (Sta. 88+03 to 106+01.9)

All Required		Clearing and Grubbing (5%)		$ 250.00
770	cu. yds.	Structural Excavation, Unclassified	$ 3.00	2,310.00
2,900	cu. yds.	General Excavation, Unclassified	0.35	1,015.00
71,800	yd. stas.	Short Overhaul	0.02	1,436.00
8,700	C-yd. stas.	Long Overhaul	0.50	4,350.00
0.20	acre	Preparing Soil and Seeding	300.00	60.00
0.34	mile	Finishing Roadbed and Slopes	500.00	170.00
510	lin. ft.	Rounding Cutbanks	0.15	76.50
140	lin. ft.	8" Sewer Pipe	1.25	175.00
1,570	lin. ft.	12" Sewer Pipe	1.75	2,747.50
6	only	Concrete Catch Basins	60.00	360.00
3	only	Type "A" Manholes	250.00	750.00
1	only	Type "B" Manholes	200.00	200.00
60	cu. yds.	Concrete Curbs and Gutters	50.00	3,000.00
600	cu. yds.	3" - 0" Rock in Base	2.50	1,500.00
200	cu. yds.	3/4" - 0" Rock in Base and Shoulders	3.00	600.00
200	M-gals.	Sprinkling	2.50	500.00
20	cu. yds.	3/4" - 0" Rock in Binder Course	3.75	75.00
620	tons	Class "B" Asphaltic Concrete	7.25	4,495.00
10	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	38.00	380.00
12	tons	Furnishing and Placing RT-4 Tar in Binder Course	32.00	(Alternate)
		Subtotal		$24,450.00
		10% Engr. & Cont.		2,445.00
		Total		$26,895.00

Length	0.340 mile
Cost per mile	$79,102.94

SUMMARY OF FUNDS

Item	Total Cost	Federal Aid Funds	State Funds
Four-Lane Roadway	$181,143.60	$107,907.00	$73,236.60
Two-Lane Roadway	28,695.00	17,093.00	11,602.00
	$209,838.60	$125,000.00	$84,838.60

UNITS ONE AND TWO, NEHALEM-McMINNVILLE SECTION

PROJECT NO. F-52 (8)

While negotiations for rights of way are in progress, two parcels have not been acquired nor has the right to occupy and use these parcels been secured but it is now believed that all necessary rights of way can be fully acquired within thirty days.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

June 6, 1949

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.A E. documents for Oregon Project F-52(8), Pacific Highway West, Newberg-McMinnville Section, Units 1 and 2, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

It is noted that on the estimate, summary of funds, a transposition of figures, total cost, was made. We have corrected this as follows:

Item	Total Cost	Federal Aid	State Funds
Four-Lane Roadway	$181,143.60	$108,315.00	$72,828.60
Two-Lane Roadway	26,895.00	16,685.00	10,210.00
	$208,038.60	$125,000.00	$83,038.60

Authorization to advertise is subject to the condition that requirements covering plasticity index of mineral aggregates for surfacing and paving will be included in the special provisions, and also that the existing 16' pavement between Stations 28+60 and 88+06 and 176+00 to 230+00 are used for east bound traffic only.

Station of terminus of this project shown on title sheet and page 3 of the special provisions has been changed to read 106+01.9. Please advise if this is not correct.

Very truly yours,

T. H. DAVIS
District Engineer

O.K.
O'Neil will change title sheet and agree. Est. is O.K.

May 24, 1949

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are sending copies of traffic flow maps for the Tillamook St.-Broadway Bridge (Portland) Section, Project No. UI-306 (8), and the highway intersection near West Dayton on the Newberg-McMinnville Section, Project No. F-179 (6).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWW/ge

RECEIVED
DEC 13 1949
FOR FILING

October 7, 1949

Mr. T. M. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate as basis for project agreement for the Unit Three, Newberg-McMinnville Section, Project No. F-179 (6).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Asst. State Highway Engineer

Encl.
JGS:md

Oregon State Highway Department — Federal Aid Project No. F-179 (6)

UNIT THREE, NEWBERG-McMINNVILLE SECTION

OF THE PACIFIC HIGHWAY WEST IN YAMHILL COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 29, 1949

Type Code 6201

Two-Lane Roadway (Sta. 238+00 to 337+13.5)

All Required				
		Clearing and Grubbing (35%)		$ 3,325.00
4,300	sq. yds.	Removal of Pavement	$ 0.75	3,225.00
500	cu. yds.	Structural Excavation, Unclassified	2.50	1,250.00
53,300	cu. yds.	General Excavation, Unclassified	0.27	14,391.00
313,800	yd. sta.	Short Overhaul	0.015	4,707.00
17,970	C-yd. sta.	Long Overhaul	0.45	8,086.50
1.00	acre	Preparing Soil and Seeding	185.00	185.00
1.88	miles	Finishing Roadbed and Slopes	500.00	940.00
3,360	lin. ft.	Rounding Cutbanks	0.20	672.00
320	lin. ft.	12" Concrete Pipe	1.50	480.00
350	lin. ft.	18" Concrete Pipe	2.50	875.00
20	lin. ft.	30" Concrete Pipe	4.00	80.00
80	lin. ft.	36" Concrete Pipe	7.00	560.00
120	lin. ft.	36" Extra Strength Concrete Pipe, Special Installation	15.00	1,800.00
1,200	lin. ft.	8" Perforated Concrete Drain Pipe	0.80	960.00
350	lin. ft.	Salvaging Culvert Pipe	2.00	700.00
170	cu. yds.	Rock or Gravel Backfill in Drains	4.00	680.00
24	cu. yds.	Class "A" Concrete	55.00	1,320.00
3,500	lbs.	Metal Reinforcement	0.14	490.00
14,800	cu. yds.	3" - 0" Rock in Base	2.22	32,856.00
4,410	cu. yds.	3/4" - 0" Rock in Base and Shoulders	2.55	11,245.50
470	M-gal.	Sprinkling	3.00	1,410.00
270	cu. yds.	3/4" - 0" Rock in Binder Course	5.00	1,350.00
8,100	tons	Class "B" Asphaltic Concrete	6.35	51,435.00
40	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	35.00	1,400.00
			Subtotal	$144,423.00
			10% Engr. & Cont.	14,442.30
			Total	$158,865.30
		Length	1.878 miles	
		Cost per mile	$84,592.81	

Four-Lane Roadway (Sta. 337+13.5 to 352+63)

All Required		Clearing and Grubbing (5%)		$ 475.00
1,900	sq. yds.	Removal of Pavement	$ 0.75	1,425.00
130	cu. yds.	Structural Excavation, Unclassified	2.50	325.00
15,000	cu. yds.	General Excavation, Unclassified	0.27	4,050.00
1,300	cu. yds.	Excavating and Placing Topsoil	0.85	1,105.00
2.55	acres	Preparing Soil for Seeding	185.00	471.75
0.29	mile	Finishing Roadbed and Slopes	500.00	145.00
290	lin. ft.	18" Concrete Pipe	2.50	725.00
80	cu. yds.	Concrete Curbs and Gutters	50.00	4,000.00
10	cu. yds.	Concrete Island Nosings	45.00	450.00
All Required		Recesses for Traffic Control Markers (50%)		32.50
1,300	lin. ft.	2" Fibre Duct	0.41	533.00
1,300	lin. ft.	1¼" Rigid Metal Conduit	0.47	611.00
200	lin. ft.	3/4" Rigid Metal Conduit	0.20	40.00
12	only	Concrete Anchor Bases	38.00	456.00
6	only	Transformer Bases	10.50	63.00
6	only	30' Monotube Standards (10' to 18' Brackets)	208.36	1,250.16
6	only	30' Monotube Standards (4' to 8' Brackets)	182.73	1,096.30
11	only	Incandescent Luminaires	33.00	363.00
1	only	Mercury Vapor Luminaire and Ballast	95.10	95.10
1	only	Series IL Transformers (500 Watt)	49.40	49.40
5	only	Series IL Transformers (350 Watt)	49.40	247.00
All Required		Wiring and Control Equipment		3,082.90
5,400	cu. yds.	3" - 0" Rock in Base	2.22	11,988.00
1,250	cu. yds.	3/4" - 0" Rock in Base and Shoulders	2.55	3,187.50
230	M-gal.	Sprinkling	3.00	690.00
100	cu. yds.	3/4" - 0" Rock in Binder Course	5.00	500.00
1,880	sq. yds.	Portland Cement Concrete Pavement, 7-inch	4.00	7,520.00
1,400	lin. ft.	Contraction Joints	0.15	210.00
50	cu. yds.	½" - 0" Material in Cushion Course	5.00	250.00
4,420	tons	Class "B" Asphaltic Concrete	6.35	28,067.00
420	lin. ft.	Asphaltic Concrete Traffic Markers	1.00	420.00
12	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	35.00	420.00
			Subtotal	$ 74,343.81
			10% Engr. & Cont.	7,434.38
			Total	$ 81,778.19
		Length	0.293 mile	
		Cost per mile	$279,106.45	

SUMMARY OF FUNDS

Description	Total Cost	Federal Aid Funds	State Funds
Two-Lane Roadway	$158,865.30	$ 93,744.00	$65,121.30
Four-Lane Roadway	81,778.19	48,256.00	33,522.19
	$240,643.49	$142,000.00	$98,643.49

State Funds for Construction: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939
State Funds for Maintenance: Chap. 529, Laws 1939

May 27, 1949

Mr. T. H. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate and four copies of right of way statement for the Units One and Two, Newberg-McMinnville Section, Project No. F-179 (6).

The bid proposals and full scale plans were handed to you earlier today.

Very truly yours,

H. H. Baldock
State Highway Engineer

JHH:ew

Oregon State Highway Department

Federal Aid Project
No. F-179 (6)

UNIT THREE, [illegible]-McMINNVILLE SECTION
OF THE PACIFIC HIGHWAY [illegible] IN YAMHILL COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, May 27, 1949

Type Code 6411

Two Lane Roadway (Sta. 238+00 to 337+13.5)

All Required		Clearing and Grubbing (35%)		$ 1,750.00
4,300	sq. yds.	Removal of Pavement	$ 0.60	2,580.00
500	cu. yds.	Structural Excavation, Unclassified	3.00	1,500.00
53,300	cu. yds.	General Excavation, Unclassified	0.35	18,655.00
313,800	yd. sta.	Short Overhaul	0.02	6,276.00
17,970	C-yd. sta.	Long Overhaul	0.50	8,985.00
1.00	acre	Preparing Soil and Seeding	300.00	300.00
1.88	miles	Finishing Roadbed and Slopes	500.00	940.00
3,360	lin. ft.	Rounding Cutbanks	0.15	504.00
320	lin. ft.	12-inch Concrete Pipe	2.00	640.00
350	lin. ft.	18-inch Concrete Pipe	3.00	1,050.00
20	lin. ft.	30-inch Concrete Pipe	6.50	130.00
80	lin. ft.	36-inch Concrete Pipe	9.00	720.00
120	lin. ft.	36-inch Extra Strength Concrete Pipe, Special Installation	15.00	1,800.00
1,200	lin. ft.	8-inch Perforated Concrete Drain Pipe	1.25	1,500.00
350	lin. ft.	Salvaging Culvert Pipe	2.00	700.00
170	cu. yds.	Rock or Gravel Backfill in Drains	4.00	680.00
24	cu. yds.	Class "A" Concrete	65.00	1,560.00
3,500	lbs.	Metal Reinforcement	0.14	490.00
14,800	cu. yds.	3" - 0" Rock in Base	2.50	37,000.00
4,410	cu. yds.	3/4" - 0" Rock in Base and Shoulders	3.00	13,230.00
470	M-gals.	Sprinkling	2.50	1,175.00
270	cu. yds.	3/4" - 0" Rock in Binder Course	3.75	1,012.50
8,100	tons	Class "B" Asphaltic Concrete	7.25	58,725.00
40	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	38.00	1,520.00
50	tons	Furnishing and Placing RT-4 Tar in Binder Course	32.00	(Alternate)
			Subtotal	$163,422.50
			10% Engr. & Cont.	16,342.25
			Total	$179,764.75

		Length	1.378 miles	
		Cost per mile	$37,019.43	

Four Lane Roadway (Sta. 337+13.5 to 352+63)

All Required		Clearing and Grubbing (65%)		$ 250.00
1,900	sq. yds.	Removal of Pavement	0.60	1,140.00
130	cu. yds.	Structural Excavation, Unclassified	3.00	390.00
15,000	cu. yds.	General Excavation, Unclassified	0.35	5,250.00
1,300	cu. yds.	Excavating and Placing Topsoil	1.50	1,950.00
2.55	acres	Preparing Soil for Seeding	300.00	765.00
0.29	mile	Finishing Roadbed and Slopes	500.00	145.00
290	lin. ft.	18-inch Concrete Pipe	3.00	870.00
80	cu. yds.	Concrete Curbs and Gutters	50.00	4,000.00
10	cu. yds.	Concrete Island Nosings	65.00	650.00
All Required		Recesses for Traffic Control Markers (50%)		50.00
1,300	lin. ft.	2-inch Fibre Duct	0.70	910.00
1,300	lin. ft.	1¼-inch Rigid Metal Conduit	0.80	1,040.00
200	lin. ft.	3/4-inch Rigid Metal Conduit	0.70	140.00
12	only	Concrete Anchor Bases	50.00	600.00
6	only	Transformer Boxes	15.00	90.00
6	only	30 ft. Monotube Standards (10' to 18' Brackets)	165.00	990.00
6	only	30 ft. Monotube Standards (4' to 8' Brackets)	150.00	900.00
11	only	Incandescent Luminaires	35.00	385.00
1	only	Mercury Vapor Luminaire and Ballast	100.00	100.00
1	only	Series-Multiple IL Transformers (500 Watt)	60.00	60.00
5	only	Series-Multiple IL Transformers (350 Watt)	50.00	250.00
All Required		Wiring and Control Equipment		2,500.00
5,400	cu. yds.	3" - 0" Rock in Base	2.50	13,500.00
1,250	cu. yds.	3/4" - 0" Rock in Base and Shoulders	3.00	3,750.00
230	M-gals.	Sprinkling	2.50	575.00
100	cu. yds.	3/4" - 0" Rock in Binder Course	3.75	375.00
1,880	sq. yds.	Portland Cement Concrete Pavement, 7-inch	3.50	6,580.00
1,400	lin. ft.	Contraction Joints	0.05	70.00
50	cu. yds.	½" - 0" Material in Cushion Course	3.50	175.00
4,420	tons	Class "B" Asphaltic Concrete	7.25	32,045.00
420	lin. ft.	Asphaltic Concrete Traffic Markers	1.50	630.00
12	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	38.00	456.00
14	tons	Furnishing and Placing RT-4 Tar in Binder Course	32.00	(Alternate)
		Subtotal		$ 81,581.00
		10% Engr. & Cont.		8,158.10
		Total		$ 89,739.10

Length 0.293 mile
Cost per mile $304,006.51

SUMMARY OF FUNDS

Description	Total Cost	Federal Aid Funds	State Funds
Two Lane Roadway	$179,764.75	$102,054.00	$ 77,710.75
Four Lane Roadway	89,739.10	50,946.00	38,793.10
	$269,503.85	$153,000.00	$116,503.85

UNIT THREE, MEDFORD-McMINNVILLE SECTION

PROJECT NO. F-179 (6)

While negotiations for rights of way are in progress, two parcels have not been acquired nor has the right to occupy and use these parcels been secured but it is now believed that all necessary rights of way can be fully acquired within thirty days.

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

RECEIVED
AUG 18 1949
FOR FILING

7179(6) 75218
3195

File W

J. R. TAGGART & CO., INC.

COPY

August 15, 1949

Original referred
to H. G. Smith

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Enclosed herewith are two copies of a sub-contract executed by Carl J. Johnson, and this company, to cover a portion of the work to be done under State Highway Contract No. 3195, on the Newberg-McMinnville Section of Pacific Highway 99W.

The address of Mr. Carl J. Johnson is McMinnville, Oregon.

Yours very truly,

J. R. TAGGART & CO., INC.

(sgd) Eileen M. Harris

Bookkeeper

emh/
Enc. 2

RECEIVED
AUG 3 1949
FOR FILING

F-179(6) 7-52(8)

August 3, 1949

J.R.Taggart & Co.,Inc.
and J. R. Taggart
Route 1, Box 14
Salem, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3195 which was awarded to you on July 1, 1949 by the State Highway Commission, covering the Newberg-McMinnville (Units 1, 2 & 3) Section of Pacific Highway West in Yamhill County.

An executed copy of this contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

RECEIVED
JUL 14 1949
FOR FILING

File

7197(6)752(2)

July 11, 1949

Mr. T. H. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

This is to advise you that work was started on July 6, 1949 on Contract No. 3195, Newberg-McMinnville Section, in connection with Federal Aid Project No. F-179 (6), F-52 (8).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DHP/ms

RECEIVED
JAN 23 1951
FOR FILING

E-1796(b)
3195

AGENDA
AUG 1 1949

July 1, 1949

[redacted]

[redacted]

Overhauling my telegram to you of this date, the State Highway Commission has today awarded to you the contract for grading and paving on the [redacted] Section of the Pacific Highway South, in Yamhill County. This award was based on your low bid of $[redacted], being eighth, submitted on June 27, 1949.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

[redacted]

Secretary

cc
Mr.

cc - Mr. R. G. Smith
Mr. R. H. Prohart
Cobbie Lewis
Mr. L. R. Wilks, Asst. Gen.
Ind. Accident Com.

Get confirmed

STC

Fifth

Charge to the account of

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
NIGHT LETTER		NIGHT LETTER	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1206

JOSEPH L. EGAN
PRESIDENT

CHECK
ACCOUNTING INFORMATION
TIME FILED

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
July 1, 1949
4:10 p.m.

J. R. Taggart & Co., Inc. and
J. R. Taggart
365 Rose Street
Salem, Oregon

State Highway Commission awarded you today contract for Roseburg-Sutherlin Section of Pacific Highway West, Yamhill County, based on your low bid submitted June 27, 1949. Contract forms follow shortly.

H B. Glainyer, Secretary
OREGON STATE HIGHWAY COMMISSION

cc
Chorpe

RECEIVED
JUL 5 1949
FOR FILING

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
A. W. SCHAUPP, MEMBER
KLAMATH FALLS
BEN. R. CHANDLER, MEMBER
COOS BAY

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

July 1, 1949

IN REPLY PLEASE
REFER TO FILE

Mr. H. B. Glaisyer
Secretary

O F F I C E

NOTED
H. B. GLAISYER

NOTED
W. C. WILLIAMS

Dear Mr. Glaisyer:

All the right of way has been secured on the McMinnville Section of the Pacific Highway West between Stations 22+86 and 106+01.9, and between Stations 122+67 and 236+22.39, and between Stations 302+92.6 and 238+00, so that the contract for this project is clear as far as right of way is concerned.

Very truly yours,

J. M. DEVERS

By /s/ Forrest Cooper
FORREST COOPER
Right of Way Engineer

ABK:MA

W. C. Williams
BY STENOGRAPHER

Contract awarded today
construction June 30th.
Letter sent OK by PRC
7/5

CLASS OF SERVICE

This is a full-rate Telegram or Cable-gram unless its deferred character is indicated by a suitable symbol above or preceding the address.

F-179(6)+52(8)
3125
Job

WESTERN UNION

1201

SYMBOLS

DL = Day Letter
NL = Night Letter
LC = Deferred Cable
NLT = Cable Night Letter
Ship Radiogram

JOSEPH L. EGAN
PRESIDENT

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

RECEIVED
JUL 5 1949
FOR FILING

1949 JUL 1 PM 4 10

PRA274 GOVT PD=PORTLAND ORG 1 335P=

R H BALDOCK=

STATE HIGHWAY ENGINEER=

REYOURTEL TODAY ALL REQUIRED RIGHTS OF ENTRY ACQUIRED WE HEREBY CONCUR IN AWARD CONTRACT OREGON F-179/6/ AND F-52/8/ TO J R TAGGART AND CO INC AND J R TAGGART LOW BIDDERS=

T M DAVIS=

Sup

3942 v abse
Ref. to
Time Dr. K
By
To Be 806a Tuesday

REYOURTEL F-179/6/ F-52/8/

THIS COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

RECEIVED

SERVICE

Check class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM	X	SERIAL	
DAY LETTER		NIGHT LETTER	

WESTERN UNION

1200

JOSEPH L. EGAN, PRESIDENT

INTERNATIONAL SERVICE

Check the class of service desired; otherwise this message will be sent at the full rate

FULL RATE		DEFERRED	
CODE		NIGHT LETTER	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

SALEM, OREGON
JULY 1, 1949

MR. T. M. DAVIS, DISTRICT ENGINEER
PUBLIC ROADS ADMINISTRATION
201 FINANCIAL CENTER BUILDING
PORTLAND, OREGON

CONCURRENCE REQUESTED IN AWARD TODAY CONTRACT FOR NEWBERG-McMINNVILLE PROJECT TO J. R. TAGGART & CO., INC. ALL REQUIRED RIGHTS OF ENTRY ARE ACQUIRED.

R. H. BALDOCK

A NEW CURTIS SERVICE

Telegraph your order for America's favorite magazines—HOLIDAY, 1 yr., $5 • the Post, 1 yr., $5 • LADIES' HOME JOURNAL, 1 yr., $3. All prices U. S. only. No charge for wire. Pay Western Union clerk for subscription or when billed by publisher.

Publisher will, on subscriber's request, refund full amount paid for copies not previously mailed. Prices subject to change without notice.

RECEIVED

CONFIRMATION

[redacted] AGENCY

Public Roads Administration

Portland, Oregon
July 1, 1949

R. H. Baldock
State Highway Engineer
Salem, Oregon

RECEIVED TODAY ALL REQUIRED RIGHTS OF ENTRY ACQUIRED WE HEREBY CONCUR IN AWARD CONTRACT OREGON F-179(6) AND F-52(8), TO J. H. TAGGART & CO. INC. AND J. H. TAGGART, LOW BIDDERS.

T. M. DAVIS

RECEIVED
[illegible]

CONFIRMATION

[redacted] ARMY

Public Roads Administration

Portland, Oregon
July 1, 1949

R. H. Baldock
State Highway Engineer
Salem, Oregon

RETOUCHEL TODAY ALL REQUIRED RIGHTS OF ENTRY ACQUIRED WE HEREBY CONCUR IN AWARD CONTRACT OREGON F-179(6) AND F-52(8), TO J. R. TAGGART & CO. INC. AND J. R. TAGGART, LOW BIDDERS.

T. M. DAVIS

RECEIVED
STATE HIGHWAY COMMISSION

RECEIVED
JUL 2 6 1950
FOR FILING
OREGON DISTRICT

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

June 16, 1949

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise that the program change requested for Project No. F-179(6), Item 48 of the Postwar Federal Aid Primary Highway Program dated May 27, 1948, has been approved effective June 10, 1949.

The current status as approved:

Total Cost		$265,000 (No change)
Federal Funds		153,000 (No change)
Mileage		
	2-lane 1.878	
	4-lane 0.293	
	Total 2.171	

The revised termini, West Dayton to Lafayette.

Very truly yours,

T. M. DAVIS
District Engineer

By:
C. G. Polk
Senior Highway Engineer

RECEIVED
JUN 17 1949
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 14 1949
FOR FILING
FAP-179

June 13, 1949

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

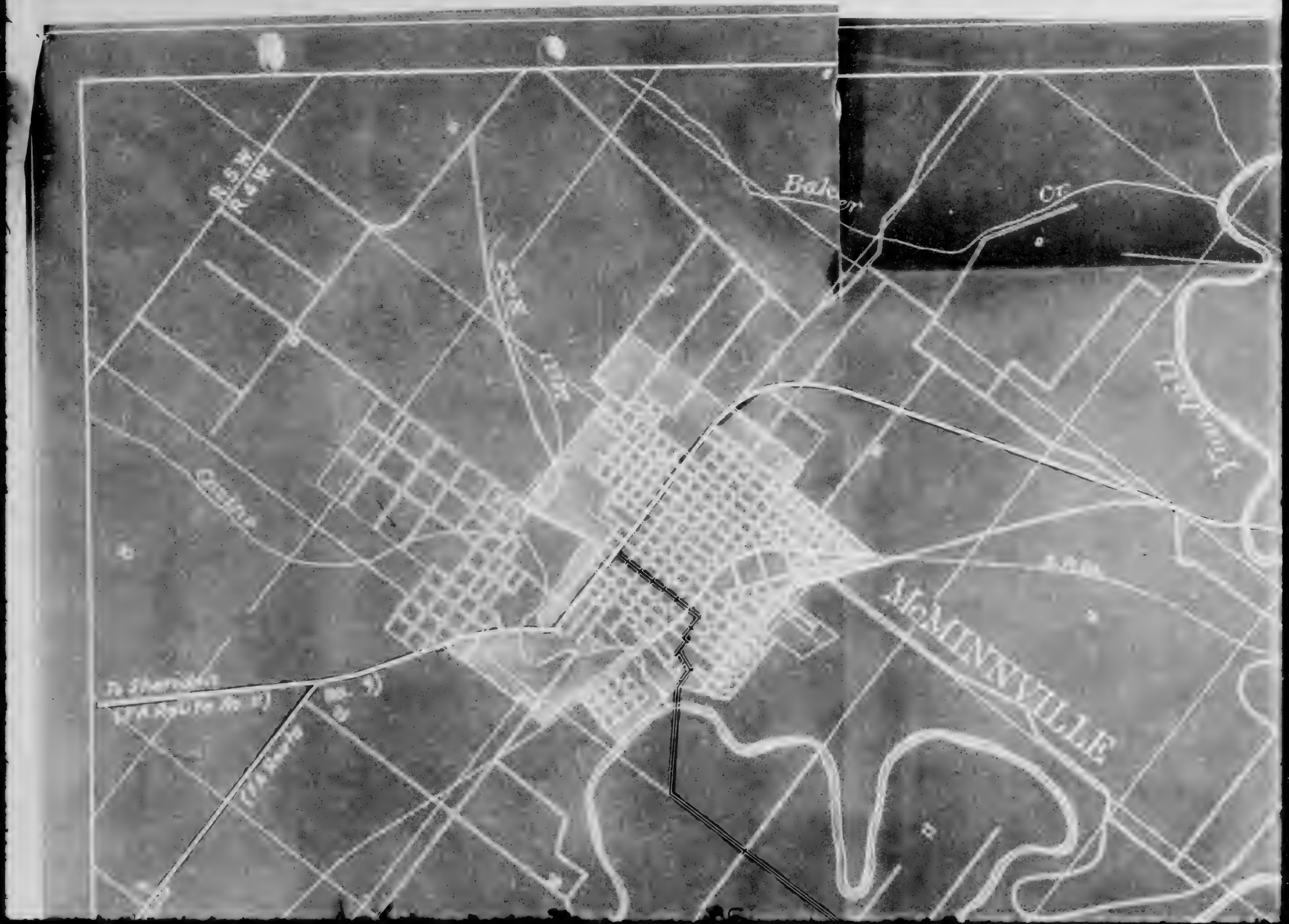
Dear Sir:

We are sending under separate cover six blueprint copies of revised project statement map for the Dayton Junction-St. Joseph Section, Project No. FAP 179 (Revised).

Very truly yours,

R. H. Baldock
State Highway Engineer

JHK/ge


T. 5 S.
R. 4 W.
Baker
Or.
McMINNVILLE

ST. JOHNS
Yamhill
River
Willamette
Beginning of Project EAP 179
Guilds Lake
Sellwood
Milwaukie
Oregon City
To Portland
To Carlton & Forest Grove
S. P. Co.

Brandi
Martin
Lafayette

Corvallis
McMINNVILLE
Road
South
OREGON STATE HIGHWAY DEPARTMENT
Sketch Map
Yamhill

Fairhill
Ridge Road
Germantown
Chestnut Hill
Wissahickon
Schuylkill River
Roxborough
Manayunk
Falls of Schuylkill
Girard Avenue
Fairmount Park
Belmont
Lansdowne
Overbrook
Merion
Haverford
Darby Road
Gray's Ferry
Passyunk Road
Moyamensing
Penn Township
Kensington
Richmond
Port Richmond
Delaware River
Beginning of Old York Road
Old York Road
Old Lancaster Road
Old Ridge Road
Old Germantown Road
Old Darby Road
Old Gray's Ferry Road
Old Passyunk Road
Old Kensington Road
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Old Ninety-ninth Street Road
Old One Hundredth Street Road

BEGINNING OF PR
STA. 131+72.7
NRH 179-B
179+00
BRIDGE NO. 1
Millcreek
Branch
NRH 179-B
NRH 179-B
NRH 179-B

To Sheridan
(F.A Route No. 11)

(F.A Route No. 9)

ILLIS

River

South

Yamhill

OREGON STATE HIGHWAY DEPARTMENT

Sketch Map

DAYTON JCT.—ST. JOSEPH SECTION

PACIFIC HIGHWAY WEST

YAMHILL COUNTY

PROJECT NO. P.A.P. 179 (revised)

Date In Charge June 1941

Length of Project 4.1 Miles

Lafayette
Wea Prairie
Indian Creek

Martin
Lafayette
Dayton
FAP 62
Newberry

RECEIVED
FOR FILING

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

OREGON DISTRICT

P. O. BOX 3900
PORTLAND 8, OREGON

June 6, 1949

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Project F-179(6), Pacific Highway West, Newberg - McMinnville Section, Unit 3, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Concurrence in award will be withheld pending notification all rights-of-way or rights-of-entry have been acquired and program change approved.

As indicated in your letter of January 31, 1934 regarding Project E-179-A, the project should be shown on the title sheet as extending from Station 294+44 to 310+41 with a net length of 0.289 mile.

Very truly yours,

T. M. DAVIS
District Engineer

RECEIVED
JUN - 9 19[illegible]
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 9 1949
FOR FILING
OREGON DISTRICT
F-52(8)

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

June 6, 1949

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Project F-52(8), Pacific Highway West, Newberg-McMinnville Section, Units 1 and 2, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

It is noted that on the estimate, summary of funds, a transposition of figures, total cost, was made. We have corrected this as follows:

Item	Total Cost	Federal Aid	State Funds
Four-Lane Roadway	$181,143.60	$108,315.00	$72,828.60
Two-Lane Roadway	26,895.00	16,685.00	10,210.00
	$208,038.60	$125,000.00	$83,038.60

Authorization to advertise is subject to the condition that requirements covering plasticity index of mineral aggregates for surfacing ~~and paving~~ will be included in the special provisions, and also that the existing 16' pavement between Stations 28+60 and 88+06 and 176+00 to 230+00 are used for east bound traffic only.

Station of terminus of this project shown on title sheet and page 3 of the special provisions has been changed to read 106+01.9. Please advise if this is not correct.

Very truly yours,

T. M. DAVIS
District Engineer

RECEIVED
JUN - 7
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FOR FILING

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 6, 1949

974

SUBJECT:

To: Mr. W. C. Williams
Assistant State Highway Engineer

O f f i c e

NOTED
W. C. WILLIAMS

Dear Mr. Williams:

Will you please give me such information as you can regarding the probable date of advertising for bids on the various projects on Pacific Highway West around Newberg and McMinnville, the settlements for which were approved by the Commission at the last meeting.

I would like to have this for use in making plans regarding the moving of buildings and the clearing of the right of way.

Very truly yours,

J. M. DEVERS

By J. W. DeSouza
J. W. DeSOUZA
Assistant Counsel

JWD:MA
(In triplicate)

RECEIVED
JAN 11 1949

TO: OREGO

Mr Smith

Necessary information has been received.

NOTED
W. C. WILLIAMS

ASSIGNMENT No. 974

DESCRIPTION: Mr. DeSousa's letter of 1-6-49 requesting information on probable date of advertising for bids on various projects on Pacific Highway West

DATE: 1-11-49 ASSIGNED TO: SMITH

- ☐ Investigation and report to this office
- ☐ Reply direct with copy to this office
- ☐ Return with drafted reply
- ☐ Comment or recommendation and return to this office
- ☐ Investigation and such action as is necessary
- ☐ Please prepare reply for my signature
- ☐ Assignment executed Date _____
- ☒ Please furnish direct to DeSousa

REPORT RECEIVED: 1-18-49 mc

REMARKS:

RECEIVED
JAN 31
FOR FILING

File

R

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 27, 1949

SUBJECT:

Referred to W. D. Smith by H. C. H. with notation: "Please advise me re this."

To: Mr. W. C. Williams

Office

L

Dear Mr. Williams:

Sometime ago I mentioned to you on the phone the matter of change in highway stationing on the Pacific Highway West in the McMinnville and Newberg areas.

The original descriptions were based upon the alignment and stationings shown on drawing 38-24-22, dated April, 1933, and also drawing 68-15-1, dated February, 1948.

It appears that sometime last summer some of the lines were re-run and certain equations in the original stationings were eliminated, resulting in a difference of somewhere between 100 and 150 feet.

All of the right of way descriptions, together with references to points of access, etc. are tied in with the original stationing and I would consider it very unfortunate if other maps were to be used and remain in our files, showing a different system of highway stationings. This might work out all right for the present when everyone understands the matter, but I can anticipate that if two sets of maps are in the files someone sometime in the future may have considerable difficulty in adjusting the situation and there may be grounds for future disputes.

It is my recommendation that, if it is at all possible, the original stationing be restored and that any maps in the files which show a different stationing, be either destroyed or clearly marked as being obsolete.

Very truly yours,

J. W. DE SOUZA

JWD:hs

RECEIVED
MAR 10 1949
FOR FILING
FORM E-30 15M 10-46 30697

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 8, 1949

SUBJECT: Pacific Highway between McMinnville and Newberg

To: Mr. W. C. Williams
Assistant State Highway Engineer

OFFICE

W. C. WILLIAMS

Dear Mr. Williams:

Reference is made to your communication of the 4th with reference to calling for contracts for the improvement of the Pacific Highway between McMinnville and Newberg.

As of the present date the status of the project, taking it up by individual units, from Newberg to McMcMinnville, is as follows:

(a) Newberg-Dundee Section, Station 0+00 to 87+00.

All of the properties on this project have been placed under option. Mr. A. C. Baumback was the low bidder on several moving projects but the latest advice is that he will not be able to leave Gold Beach and start his operations in this area until about April 1.

I estimate that it will take him about three months to get all the moving work done, on which he is the low bidder, between Newberg and McMinnville. There are two owners who will do the moving work on their own buildings, but undoubtedly these can be moved by the time Mr. Baumback has his work done. There are also two large auto courts with abutting land to be sold, which are being placed in the hands of Commonwealth, Inc. There are two residence buildings to be sold, one of which can be moved to an adjoining tract of land owned as extra width by the Commission. The selling of these structures will be placed under way in the near future.

(b) Dundee Section, Station 87+00 to 143+00.

No additional right of way has been requested on this unit.

(c) Dundee-Mary Trunk Ranch Section, Station 143+00 to Station 175+00

All properties on this unit are under option. There is one building owned by Mrs. Chamberlain to be moved by Mr. Baumback (see paragraph a above), and one residence building to be moved by Mr. W. K. Deal and I understand this work is now under way.

(d) Mary Trunk Ranch-Dixon property Section, Station 175+00 to 231+50.

Two properties on this unit are under condemnation, being the Dodge and Winegar properties. Just when these can be cleared is something which I do not know though it is possible that they will be settled by negotiation.

All of the balance of the properties on the unit are under option. There is one structure to be moved by the property owner but I believe that the right of way now has been cleared.

(e) Dixon Property-Dayton Junction Section, Station 231+50 to Station 311.

There are five properties on this unit not under option but negotiations are now under way. Mr. Witt thinks that we will have all the properties under option by April 1st, but this is not definite. There will be no moving work involved.

(f) Dayton Junction-Lafayette Sity Limits-Station 311+00 to Station 238+00.

There are six properties on this unit not under option of which two very probably will be condemnation cases. Mr. Witt estimates that the properties which can be placed under option will be signed up by April 1st, but this is not definite.

There will be two moving jobs on this unit for which bids have not yet been received and can not be called for until agreements have been reached with the property owners.

(g) Lafayette City Section, Station 238+00 to Station 184+00.

No right of way has been required on this unit.

(h) Lafayette-North Yamhill River Section, Station 184+00 to Station 73+90.

All properties except five on this unit have been placed under option. It appears that revisions are to be made in the descriptions on these properties and the date by which the options can be secured will depend upon how soon the revised descriptions are received. Mr. Witt advises that if these revised descriptions were now on hand the properties could be placed under option by April 1st, but this is not definite. There will be one property requiring moving work but bids can not be called for until the negotiations with the owners have been completed.

Very truly yours,

J. M. DEVERS

By J. W. DeSouza
J. W. DeSOUZA
Assistant Counsel

JWD:MA
(In triplicate)
cc - Mr. J. M. Devers

220-1057 Ferry St. Bridge over Willa.-1949
River on Coburg Road.

#31906

RECEIVED
OCT 19 1953
FOR FILING

220-1057
2190

October 16, 1953

Mr. P. N. Morse
County Surveyor of Lane County
Eugene, Oregon

Dear Sir:

Replying to your letter of October 14, final costs on the Ferry Street Bridge had not been determined at the time our letter was written to you on October 25, 1950 and furthermore did not include costs of approaches to the railroad overcrossing project, which was let under a separate contract.

Under date of December 16, 1952 I submitted to the County Court of Lane County the final construction costs for both the Ferry Street Bridge project and the railroad overcrossing project. I am submitting herewith a copy of my letter to the County Court, with the attached tabulation of costs. You will note that the total cost of both projects was $504,436.80. The County is paying the balance owed by assignment of $15,000 each quarter from Lane County's allotment, and the July, 1954 payment in the amount of $14,436.80 will complete the payments due.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:ms

Enclosure

BOARD OF COUNTY COMMISSIONERS
KENNETH NIELSEN, COMMISSIONER
ROBERT D. MACLAY, COMMISSIONER
RALPH PETERSEN, COMMISSIONER

HARRY L. CHASE, CLERK
EDWARD W. ELDER, SHERIFF
C. E. LUCKEY, DISTRICT ATTORNEY
GEO. A. STOCK, ASSESSOR
GLADYS McBAIN, CHIEF TAX DEPUTY

EUGENE, OREGON

October 14, 1953.

GRACE SCHISKA, TREASURER
P. M. MORSE, SURVEYOR
OSCAR NORBERG, ENGINEER
LUCILLE L. KLINGE, SCHOOL SUPT.
FRED S. BUELL, CORONER
W. A. BORTZ, VETERAN SERVICE
HELEN SORANSON, COUNTY LAND AGENT
O. S. FLETCHER, AGRICULTURAL AGENT
A. TRIOLO, COUNTY HEALTH OFFICER
MARK HATHAWAY, CONSTABLE

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

October 25, 1950, the Lane County Court received a letter from your office advising that the expenditures by the State to October 10, 1950, on the Ferry Street Bridge job amounted to $435,212.72.

Were there more charges after that date? There seems to be some question as to the amount still due. Please advise.

Yours truly,

P. M. Morse

P. M. Morse,
County Surveyor

PMM:v

RECEIVED
OCT 15 1953
OFFICE OF
STATE HIGHWAY ENGINEER

V. E. JOHNSON, MAYOR
OREN L. KING, CITY MANAGER

RECEIVED
FOR FILING

Dec - 1957
3196

HENRY F. BEISTEL, FINANCE OFFICER

CITY OF EUGENE

FINANCE DEPARTMENT
EUGENE, OREGON

DECEMBER 24, 1952

NOTED
W. C. WILLIAMS

Copy made & forwarded to Mr. Probert for his information

MR. R. H. BALDOCK
STATE HIGHWAY ENGINEER
OREGON STATE HIGHWAY DEPARTMENT
SALEM, OREGON

ATTENTION: MR. W. C. WILLIAMS

DEAR SIR:

RELATIVE TO THE COSTS ON THE FERRY STREET OVERCROSSING PROJECT, OUR RECORDS REVEAL THAT THE COST OF ACQUIRING THE EUGENE POWER COMPANY PROPERTY WAS $50,000.00. SUBSEQUENTLY, WE SOLD PART OF THIS PROPERTY FOR AN AMOUNT OF $7,500.00. THE NET COST, THEREFORE, WAS THE AMOUNT OF $42,500.00.

WE WILL REVIEW YOUR FINAL ESTIMATE AS SOON AS IT IS RECEIVED AND MAKE ARRANGEMENTS FOR FINAL SETTLEMENT ON OUR CONTRIBUTION.

VERY TRULY YOURS,

HENRY F. BEISTEL
FINANCE OFFICER

HFB:EB

RECEIVED
DEC 26 1952

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DEC 1 1952
FOR FILING
22-1057
2196

COPY

EARL T. NEWBRY
Secretary of State
Salem, Oregon

December 23, 1952

H. B. Glaisyer, Secretary
State Highway Commission
State Highway Building
Salem, Oregon

Dear Mr. Glaisyer:

Acknowledgment is made of your letter of December 16 establishing a total of $254,436.80 as the amount due from Lane County in connection with the construction of the Ferry Street Bridge and the East Eugene Over-crossing Project.

A total of $150,000.00 has been transferred out of allotments due Lane County to and including October 1952, leaving an unpaid balance of $104,436.80.

Our records have been adjusted showing the final amount established, and withholdings from Lane County allotments on the basis of $15,000.00 quarterly will be made until the full amount is retired.

Yours very truly,

EARL T. NEWBRY
Secretary of State

By /s/ Harold F. Phillippe

Manager
Accounting Division

HFP:al

COPY

RECEIVED
DEC 1952
FOR FILING

220-1057

3196

COPY

December 16, 1952

County Court of Lane County
Eugene, Oregon

Gentlemen:

Attached hereto are final construction cost statements for both the Ferry Street Bridge Project and the East Eugene Overcrossing Project. These improvements were supervised by the State, and distribution of cost has been apportioned to the County, City of Eugene and the State in accordance with the Agreement of December 31, 1946.

The summary statement discloses a final cost to Lane County of $504,436.80, excluding right of way cost for property purchased by the county north of the bridge. This is a saving of $30,863.20 compared with the estimated cost of $535,300.00 as given in Exhibit B of the Agreement.

Assignments out of Lane County's apportionments of motor vehicle fees will discharge the present unpaid balance of $104,436.80 at the rate of $15,000.00 each quarter ending with the July, 1954, assignment of $14,436.80.

It is hoped that all features of this cooperative undertaking has been carried out in accordance with your understanding of the conditions of the Agreement and that the improvements have been satisfactory in all respects to your County Court.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

SHP:gs

Encl.

C
O
P
Y

Ferry Street Bridge Project, Contract No. 3196

Total construction cost	$443,322.23
Construction engineering	20,029.30
Bridge design expense	1,830.12
Total, Ferry Street Bridge	$465,181.65

East Eugene Overcrossing Project, Contract No. 3322

Construction of north approach to Ferry Street Bridge	$ 39,041.69
Construction engineering 8.4%	3,018.54
Credit for royalty on borrow materials used on city portion of project, 56,101.5 cu. yds, at 5¢	-2,805.08
Total, Overcrossing Project	$39,255.15
Total County Share of both Projects	$504,436.80

Payments to date:

Cash remitted	$250,000.00	
Assignments:		
July, 1950	15,000.00	
Oct., 1950	15,000.00	
Jan., 1951	15,000.00	
Apr., 1951	15,000.00	
July, 1951	15,000.00	
Oct., 1951	15,000.00	
Jan., 1952	15,000.00	
Apr., 1952	15,000.00	
July, 1952	15,000.00	
Oct., 1952	15,000.00	
		400,000.00
Unpaid balance		$104,436.80

12/9/52

STATEMENT OF FINAL COST

PERRY STREET BRIDGE, EUGENE

Construction cost of Perry Street Bridge over the Willamette River on the Coburg Road in Eugene, consisting of 442 ft. two-span continuous steel truss bridge, with seven reinforced concrete approach spans of 354 ft. length. State Contract No. 3196, awarded July 5, 1949 to Tom Lillebo, Reedsport, and completed July 31, 1951.

Shoring, cribbing, etc.	100%	all	$24,000.00	$ 24,000.00
Structural excavation	757.27	cu. yds.	8.00	6,058.16
Structural excavation below elevation shown	16.25	cu. yds.	20.00	327.00
Furnish piles	1,728	lin. ft.	7.00	12,096.00
Drive piles	72	each	50.00	3,600.00
Class "A" concrete	2,087.27	cu. yds.	53.00	110,625.31
Metal reinforcement	388,649	lbs.	0.104	40,419.50
Structural carbon steel	366,380	lbs.	0.166	60,819.08
Structural low alloy steel	805,203	lbs.	0.182	146,546.95
Metal handrail	1,604.94	lin. ft.	12.00	19,259.28
Removal of old bridge	100%	all	20,000.00	20,000.00
PA #1, Cement adjustment	-141.45	bbl.	3.62	-512.05
PA #2, Install guard plates	100%	all	83.00	83.00
		Subtotal, final payment to contractor		$443,322.23
Construction engineering				20,029.30
Bridge design expense				1,830.12
		Total cost of bridge structure		$465,181.65

RECEIVED
FOR FILING
COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY
220-1057
2196

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

December 16, 1952

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

NOTED
State Highway Engineer
R. C. WILLIAMS

Hon. Earl T. Newbry
Secretary of State
Capitol Building
Salem, Oregon

Attention: Mr. Harold F. Phillippe

Dear Mr. Newbry:

On the date of May 9, 1950, I transmitted to you a copy of a tri-party agreement dated December 31, 1946, setting out certain obligations of the State, County of Lane, and City of Eugene, in connection with the construction of the Ferry Street Bridge and the East Eugene Overcrossing Project.

This agreement provided for reimbursement to the State for funds advanced for Lane County by cash remittance and by assignment of a portion each quarter from Lane County's share of motor vehicle fees. Final cost of the improvement has now been determined, of which Lane County's share is $504,436.80. A total of $250,000.00 was paid by the County in cash and the balance of $254,436.80 is in the process of payment by $15,000.00 quarterly assignments, which began in July, 1950. A total of $150,000.00 has been transferred to and including the October, 1952 allotment, leaving an unpaid balance of $104,436.80.

This letter will establish the total obligation of Lane County under the Agreement and will set the last assignment as an amount of $14,436.80 in July, 1954.

An acknowledgment of this letter and your willingness to continue the making of these transfers will be appreciated.

RECEIVED
DEC 19 1952

Very truly yours,

H. H. Heaney

Secretary
OREGON STATE HIGHWAY COMM.

CC:
R. H. Baldock
S. H. Probert

RECEIVED
FOR FILING

Doc 1-37
3196

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

February 21 1952

#11433-B

SUBJECT: Eugene-Coburg County Road
6th-7th Street-Broadway
Connection
Willamette Bridge

To: MR. FORREST COOPER
Right of Way Engineer
O F F I C E

NOTED
W. C. WILLIAMS

Dear Mr. Cooper:

Mr. Parsons and myself this afternoon went over with Mr. Williams the agreements and the statements of money due on the above-named section. It was Mr. Williams' instructions to us to prepare a deed to the City of Eugene for all of the property acquired by the Highway Department from the Southern Pacific Railroad track northerly to the northeasterly city limits of Eugene which can be identified on State Highway map as Engineer's center line Station 27+56.8 post. That the question of credits due the State will be handled by the engineer's office withholding funds due the City from the Highway Depart until the obligation has been met, which at the present time is approximately $60,000.00.

The agreement states that the right of way both north and south of the railroad track as to cost was to be borne on a fifty-fifty basis by the city and the State, and Mr. Williams said for the State to hold all of the property south of the railroad track and to deed to the City of Eugene all north of the track within the city.

I am having a bargain and sale deed prepared from the State to the City of Eugene on the above referred to property.

9-28-49

Yours very truly,

C. W. PARKER
Property Manager

cc W C Williams
cc L E Parsons
CWP/CK

RECEIVED
1951
FOR FILING

220-1057

3196

October 22, 1951

2968

Honorable D. T. Doyle
County Judge
Lane County
Eugene, Oregon

Dear Sir:

Reference is made to your inquiry of October 10, 1951, as to when we can furnish you with the exact cost of the new Ferry Street Bridge.

At this time we are unable to give you the exact cost of the construction of the Ferry Street Bridge as the northerly approach to this structure was included in the contract for the overpass structure. The contract for the overpass has not been completed.

As soon as the final calculations are complete for the overpass contract, we will be able to furnish you with the final costs and will indicate the prorated shares for the county, city and state. It will probably be about six weeks before this information can be sent to you.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

PHW:ags
cc P. H. Stephenson

ASSIGNMENT

No. 61

Oct. 17, 1951

By [illegible]

Description: Letter of October 10 by County Judge Bayly of Lane County regarding costs on Ferry Street Bridge.

Acknowledged by _____ Referred to Paxson ✓

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
xReturn with rough draft of reply
Please prepare for _____ signature

Assignment executed 10-22-51 Report received _____

Remarks:

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

D. T. BAYLY, COUNTY JUDGE
ROBERT D. MACLAY, COMMISSIONER
LEE G. RAISH, COMMISSIONER
HARRY L. CHASE, CLERK
C. A. SWARTZ, SHERIFF
C. E. LUCKEY, DISTRICT ATTORNEY
GEO. H. STOCK, ASSESSOR

LANE COUNTY

EUGENE, OREGON

October 10, 1951

GRACE SCHISKA, TREASURER
P. M. MORSE, SURVEYOR
LUCILLE KLINGE, SCHOOL SUPERVISOR
FRED S. BUELL, CORONER
W. A. BORTZ, VETERAN SERVICE
HELEN SORANSON, COUNTY LAND AGENT
O. S. FLETCHER, AGRICULTURE AGENT

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Mr. R. H. Baldock
State Highway Commission
Salem, Oregon

Re: Ferry Street Bridge, Lane County

Dear Mr. Baldock:

Your letter of April 6, 1951, indicated that Lane County still owed $10,143.75 on the $250,000.00 cash payment part of the Ferry Street Bridge cost. The balance of said cost was to be paid by withholding $300,000.00 from the gasoline tax distributions.

Enclosed is our Lane County warrant for $10,143.75. The above mentioned letter from you indicated that the total cost would be substantially below the $546,672 estimated for this bridge. How soon will we know the exact cost?

Check # 22 for 10,143.75
Rec. 10/15 to 4 to Acc Rec.

Yours truly,

D. T. Bayly
County Judge

DTB:lp
Encl.

NOTED
W. C. WILLIAMS

REFERRED TO
Mr. Williams
Please make a careful check and then reply.

RECEIVED
OCT 17 1951
STATE HIGHWAY COMMISSION

RECEIVED
OCT 17 1951
STATE HIGHWAY COMMISSION

RECEIVED
SEP 10 1951
FOR FILING

OREGON STATE HIGHWAY COMMISSION

(date) Sep. 5, 1951

220 - 1057		
3196 (CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
3196	17-final	Tom Lillebo
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT) (DATE)
14789	B-23135	$3,162.33 Aug. 31, 1951

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: Sep. 30, 1950

Time Extensions: July 31,1951 without penalty

Completion Date: July 31, 1951

Date Accepted: Aug. 20, 1951

Penalties: None of record

Claims: None of record

Remarks:

Date: 9-5-51

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: SEP 6 1951

NOTED ON CARD
9-7-51

RECEIVED
AUG 15 1951
FOR FILING

220 - 1057

3196

August 15, 1951

Glens Falls Indemnity Co.
Pacific Coast Dept.
6th Floor Mills Tower
San Francisco 4, Calif.

Gentlemen:

State Highway Contract No. 3196 covering construction of bridge over Willamette River at Ferry Street in Eugene, Lane County, was completed by the contractor, Tom Lillebo, on July 31, 1951 but has not as yet been accepted by the Commission.

Final payment in the amount of $43,162.33 will be made to the contractor after acceptance by the Highway Commission. The total contract amount is $443.322.23, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor in connection with this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

NOTED ON CARD
8-15-51 Legal

RECEIVED
DEC 18 1950
FOR FILING

220-1057
3196
2385

December 12, 1950

Mr. D. T. Bayly
County Judge of Lane County
Eugene, Oregon

Dear Sir:

The method suggested in your letter of December 9, regarding payments by Lane County on the Ferry Street bridge project will be discussed with you by one of our engineers from the County and City Relations Department. Either Mr. Cattrall or Mr. Hagemann will make an appointment to see you within the next few days about another matter, at which time you can also review the bridge financing.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

LEP:gs

cc: Mr. John Cattrall
Mr. S. H. Probert

ASSIGNMENT

Date: December 11, 1950

Description: Letter of December 9 by Lane County Judge regarding Ferry Street Bridge payments

Acknowledged by _____ Referred to ___Probert_____

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for __Williams' (or Stiffler's)___ signature
[Mr. Williams returns Thursday]

Assignment executed 12-12-50 Report received _____

Remarks:

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

LANE COUNTY COURT
December 9, 1950

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

R. H. Baldock
State Highway Engineer
Salem, Oregon

Att: W. C. Williams

Dear Sir:

Your letter of October 25, 1950 enclosed a statement in regard to the Ferry Street Bridge payments showing that $15,000.00 was withheld for the three months period ending July, 1950, and $15,000.00 was also withheld for the period ending October, 1950. Lane County now has on hand sufficient money to reimburse you for the $30,000.00 withheld so far, and to pay the $15,000.00 which you may want to withhold for the period ending December 31, 1950.

We would like to send you a check for $30,000.00 to pay the amount you have withheld, and have you send us a check for $30,000.00 from the gas tax adjusting what you have withheld. Further, we would like for you to bill us for $15,000.00 on December 31, 1950, and then again bill us for $15,000.00 for the period ending March 31, 1951. We have funds already marked for this account which will pay up these bills besides repay you for the $30,000.00 as above set forth.

Yours truly,

D T Bayly

D. T. Bayly
County Judge

DTBdp

RECEIVED
DEC 11 1950
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 27 1950
FOR FILING

220-1057

3196

November 17, 1950

Mr. Tom Lillebo
Reedsport
Oregon

Dear Sir:

The State Highway Commission, at its meeting on November 9, 1950, had under discussion your request for an extension of time of 304 days, from September 30, 1950 to July 31, 1951, within which to complete your contract No. 3196 covering the Willamette River Bridge at Ferry Street in Eugene, Lane County.

I am pleased to inform you that the Highway Commission granted your request from September 30, 1950 to and including July 31, 1951 without penalty. However, I was instructed to inform you that the Commission, in arriving at its decision, considered but did not necessarily adopt either the recommendation of the engineer or the reasons given by you for failure to complete the project within the specified time.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: K. D. Lytle,
Division Engineer

J. C. Carleton,
Resident Engineer

U. S. Penson
Attn.: C. A. Gardner

NOTED ON CARD

11-17-50 gl

RECEIVED
OCT 31 1950
FOR FILING

320.1057

October 25, 1950

County Court of Lane County
Eugene, Oregon

Gentlemen:

Attached hereto is a statement of construction costs to October 10, 1950, of the Ferry Street bridge over the Willamette River at Eugene.

This statement shows a total expenditure by the State on this project of $435,212.72, toward which your county has paid in cash and by assignments of motor vehicle fees a total of $204,805.46, having an unpaid balance of $230,407.26.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

E. C. Williams
Asst. State Highway Engineer

LLPrad

OREGON STATE HIGHWAY COMMISSION

Salem, Oregon

Statement of construction costs to October 10, 1950, of the Ferry Street Bridge over the Willamette River at Eugene, under State Contract No. 3196, Contractor, Tom Lillebo.

Shoring, cribbing, etc.	100%		$24,000.00	$ 24,000.00
Structural excavation	757.27	cu. yds.	8.00	6,058.16
Structural excavation below elevation shown	16.35	cu. yds.	20.00	327.00
Furnish piles	1,728	lin. ft.	7.00	12,096.00
Drive piles	72	each	50.00	3,600.00
Class "A" concrete	2,904.17	cu. yds.	53.00	110,991.01
Metal reinforcement	386,000	lbs.	0.10¼	40,144.00
Structural carbon steel	298,000	lbs.	0.166	49,468.00
Structural low alloy steel	840,990	lbs.	0.182	153,060.18
Metal handrail	1,604.94	lin. ft.	12.00	19,259.28
				$419,003.63
Construction engineering cost to September 30, 1950				16,209.09
Total Cost to October 10, 1950				$435,212.72

Payments by Lane County:

Cash remitted on statement of Oct. 10, 1949 -	$74,403.57	
Cash remitted on statement of Jan. 10, 1950 -	73,232.28	
Cash remitted on statement of Apr. 10, 1950 -	27,169.61	
Assignment of motor vehicle fees July, 1950 -	15,000.00	
Assignment of motor vehicle fees Oct., 1950 -	15,000.00	204,805.46
Unpaid balance		$230,407.26

RECEIVED
OCT 31 1950
FOR FILING

220-105-7

3196

October 30, 1950

Request for Extension of Time
No. 6
November 9 and 10 Meeting

State Highway Commission

Gentlemen:

Re: Perry Street Bridge at Eugene
Contract No. 3196

The Latimer Construction Co., contractor for the Perry Street Bridge at Eugene, has asked for an extension of time from September 30, 1950 to and including July 31, 1951, for the completion of all work on the project.

The work yet to be done consists of the removal of the old bridge. The new bridge was opened to traffic prior to the contract completion date and the county has had the use of it since that time. Due to the danger from flood in the river, it is not thought advisable to attempt to remove the old bridge until next spring when this flood danger is over.

It is recommended that the extension be granted without penalty to the contractor. This is a State-County project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:mmk

GCF:gm

RECEIVED
JUL 27 1950
FOR FILING

220-1057
3196

File

July 25, 1950

County Court of Lane County
Eugene, Oregon

Gentlemen:

There is submitted herewith our Invoice No. 17202 in amount of $195,450.23 for work performed during the quarter ending July 10, in connection with the construction of the Ferry Creek Bridge.

The Agreement of December 31, 1946, stated that you had on hand for this project the sum of $250,000.00. We have received payment from your county to date on account of $174,805.46 in cash, leaving the sum of $75,194.54 out of the original $250,000.00. The turnover of this $75,[illegible] or of whatever amount you have available would be appreciated to apply against this current billing.

Future payments by the county will be provided by assignments from Lane County's apportionments of motor vehicle fees in the amount of $40,000.00 each year during the next five years. The first of these assignments began with the July, 1950 apportionment of $15,000.00 as noted on the attached invoice.

Very truly yours,

H. H. Baldock
State Highway Engineer

By

M. W. Skiffler
Assistant State Highway Engineer

LEP:gs

cc: S. H. Probert
H. H. Hanks

RECEIVED
MAY 25 1950
FOR FILING

220-1057

2196

EARL T. NEWBRY
Secretary of State
Salem, Oregon

May 24, 1950

NOTED
W. C. WILLIAMS

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

Acknowledgment is made of the receipt of your letter of May 9th enclosing signed agreement between the State Highway Commission, the City of Eugene and Lane County, wherein $300,000.00 out of revenues from the Highway Fund, otherwise payable to Lane County, are assigned to the State Highway Commission.

On the basis of payment over a five year period we will withhold from the regular quarterly Lane County payments the sum of $15,000.00 and deliver the warrant for that amount to the State Highway Commission.

As outlined in your letter, no withholding will be made from payments otherwise to be made to the City of Eugene unless notified by your commission.

This agreement bears the date of December 31, 1946, and has been placed on file.

Yours very truly,

EARL T. NEWBRY
Secretary of State

by Harold F. Phillippe /s/
Manager
Accounting Division

HFP:al

REFERRED TO
BY SECRETARY

FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland

OREGON
STATE HIGHWAY COMMISSION
SALEM

May 9, 1950

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

Hon. Earl T. Newbry
Secretary of State
C A P I T O L

NOTED
State Highway Engineer

Dear Mr. Newbry:

I hand you herewith an executed copy of a tri-party agreement among the State Highway Commission, the City of Eugene, and Lane County, in respect to a state highway, city street and county road project in Eugene. This agreement provides for the financing of construction of the High Street-Walnut Street section of the Pacific Highway, the construction of the railroad-city street grade separation project, and the construction of a new bridge across the Willamette River on the Coburg Road.

The things to be done and the obligations to be assumed by each of the parties to the agreement are clearly set forth in the agreement. You will note in paragraph 12 on page 6, wherein the state advances to the county $300,000 or so much thereof as may be necessary to make it possible for the county to pay its share of the cost of the project, which sum is to be repaid by the county out of its annual allocation of state motor vehicle funds in five annual installments. Paragraph 10 on page 11 authorizes you as Secretary of State to withhold from the county annually sufficient of the county's allocation to meet its annual installment. Due to the fact that the funds which the county had on hand, viz: $250,000 (See paragraph 3 on page 1), are now about exhausted, this agreement is now being filed with you with a request that, starting with the next quarterly payment to the county in July, 1950, and continuing until the full amount of $300,000 has been paid or until notified by the Highway Commission to the contrary, there be deducted from the amount due and payable Lane County quarterly, one-quarter of the total annual payment, which amounts to $15,000.

You will note that this agreement also provides for reimbursement to the State Highway Commission of funds advanced to the city of Eugene to assist in payment of its share of the costs of the city's portion of this project. The City of Eugene has on hand approximately $500,000 to defray its share of the expense, and will use that money to pay off its commitments to the State Highway Commission as billings are made. The amount that the city has on hand may be sufficient to pay its entire obligation, in which event it will not be necessary to

exercise the assignment contained in the attached agreement. You will, therefore, make no deductions from the amounts due the City of Eugene by virtue of this assignment until requested to do so by the State Highway Commission.

Please acknowledge receipt of this agreement and advise the Highway Commission whether or not you are willing to make the deductions in conformity with the provisions thereof as supplemented by instructions given in this letter.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBC:ts
Enc.

cc - R. H. Baldock
M. H. Hawks
S. H. Probert

RECEIVED
SEP 30 1949
FOR FILING

20-1057
3196

3-2

September 28, 1949

Oregon State Highway Commission

Gentlemen:

Inquiry about the status of the work in Eugene involving the building of a bridge over the Willamette River on the Coburg county road and the building of the connecting pavement and of the overpass of the railroad in Eugene.

On December 31, 1946, a tri-party agreement was entered into between the State Highway Commission, Lane County, and the City of Eugene, which covered the section of the Pacific Highway in Eugene, a new bridge carrying the Coburg County road across the Willamette River, and an overcrossing of the Southern Pacific railroad which carried the Coburg road traffic from the bridge to a suitable connection with the Pacific Highway. Under this agreement, the County was to pay all the cost of the new bridge and of the road work outside the city limits.

These costs are estimated to be $546,672. The County had on hand $250,000 available for the work and the State agreed to advance $300,000, or all such thereof as might be necessary to complete the County's portion of the work, this advance to be paid back from the County's portion of the motor vehicle funds in five annual installments.

The contract for the bridge has been awarded at a contract price of $447,885. This price, plus 10 per cent for engineering and contingencies, equals $492,773, which is the contract authorization. The road work has not yet been contracted, but the estimated cost of this, plus 10 per cent, is $38,340; therefore, the total estimated cost is now $531,113, which appears well within the original estimate.

The portion of the project within the city, from the Ferry Street bridge to a connection with the highway at 6th and 7th Streets, is to be paid for by the City of Eugene with certain exceptions. The State is cooperating in the amount of one-half the cost of the right of way in the area between Broadway on the south, High Street on the west, and the city limits on the north. Some of this right of way is for the highway section from Broadway to a connection with 6th and 7th Streets. The remainder is for city purposes.

NOTED

By reason of the elimination of the Mill Race on the new plan, the State is relieved of the construction of a bridge over the Mill Race which would otherwise have been required for the highway. The estimated cost of this structure is $50,000, which amount is to be credited to the City under the terms of the contract, leaving an estimated cash contribution by the City of $550,000. This amount is set up on the maximum requirement from the City and, should the project cost more than $600,000, of which the State will contribute $50,000 by reason of the elimination of the Mill Race bridge, the State is to bear the additional cost, if any. Should the project cost less than $600,000, the City's contribution is to be reduced by the amount of the saving.

The estimates of the City's cost set up in the agreement are as follows:

CONSTRUCTION COST (1956 estimate)

Structure	$383,000.00
Grading, Paving and Drainage	41,750.00
	$424,750.00
Engineering and Contingencies	42,441.25
	$467,200.00
Right of Way (50% total cost)	100,439.00
	$567,639.00

The present estimates of cost are as follows:

CONSTRUCTION COST (1960 estimate)

Structure	$376,595.00
Railroad Costs	12,000.00
Grading, Paving and Drainage	54,500.00
	$443,095.00
Engineering and Contingencies	44,305.00
	$487,360.00
Right of Way (50% total cost)	114,708.75
	$602,068.75

At a hearing before the Public Utilities Commissioner, the City and the State requested that the Southern Pacific Company bear their own railroad cost. If this is ordered, the total cost will be reduced by the $12,000 item shown above.

The State is obligated, under the agreement, to excess the cost above $300,000, which additional cost is estimated to be $22,066.75, including the $17,000 railroad cost. The City is to pay this back in five annual installments. In addition to this, the State has given the City credit for the elimination of the Mill Race in the amount of $30,000, making the total estimated cost outlay of $52,066.75 from state funds for construction and $114,708.75 for right-of-way costs. The right-of-way costs have already been paid.

It now appears that the assessment of state funds, based on present estimate, is approximately $20,000.

Very truly yours,

R. H. Baldock
State Highway Engineer

GSP:gm hi
cc Mr. W. C. Williams
Mr. G. S. Paxson

FORM S-60 REV 1-48 20063

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 23, 1949

SUBJECT: Eugene Project

To: Mr. R. H. Baldock
State Highway Engineer
O f f i c e

Dear Sir:

Herewith report on the status of the County and City Project in Eugene.

On December 31, 1946, a tri-party agreement was entered into between the State Highway Commission, Lane County, and the City of Eugene, covering a section of the Pacific Highway in Eugene, a new bridge carrying the Coburg County Road across the Willamette River, and an overcrossing of the Southern Pacific railroad which carried the Coburg road from the bridge to a suitable connection with the highway. Under this agreement, the county was to pay all costs for the new bridge and the road work outside the city limits. These costs were estimated to be $546,672. The county had on hand $250,000 available for the work, and the State agreed to advance $300,000 or as much thereof as might be necessary to complete their portion of the work, this advance to be paid back from the county's allocation of state motor vehicle funds in five annual installments.

The contract for the bridge has been awarded at a contract price of $447,885, which is $2,775 below the estimate used in the agreement. The road work in the county section has not yet been contracted. The estimated cost of this road work used in the agreement is $35,974.20; the present estimate is $38,340.00. Apparently the county portion of the project will come within the agreement estimate.

The portion of the project within the city, from the Ferry Street Bridge to a connection with the highway at 6th Street and 7th Street, is to be paid for by the City of Eugene with certain exceptions. The State is cooperating in the amount of one half the cost of the right of way in the area between Broadway on the south, High Street on the west, and the city limits on the north. Some of this right of way is for the highway section from Broadway to a connection with 6th and 7th Streets.

By reason of the new project and the elimination of the Mill Race, the State is relieved of the construction of a bridge over the Mill Race which would otherwise have been required for the highway. The estimated cost of this structure is $30,000, which amount is credited to the city, leaving an estimated cash contribution by the city of $550,000. This amount is set up as the maximum requirement from the city, and should the project cost more than $580,000, the State will bear the additional cost. Should the project cost less than $580,000, the city's contribution is to be reduced by the amount of the saving. The estimates of the city's cost, set up in the agreement, are as follows:

CONSTRUCTION COST (1946 estimate)

Structure	$383,000.00
Grading, Paving and Drainage	41,758.30
	$424,758.30
Engineering and Contingencies	42,441.70
	$467,200.00
Right of Way (50% total cost)	100,439.00
	$567,639.00

The present estimates of cost are as follows:

CONSTRUCTION COST (1949 estimate)

Structure	$376,555.00
Railroad Costs	12,000.00
Grading, Paving and Drainage	54,500.00
	$443,055.00
Engineering and Contingencies	44,305.00
	$487,360.00
Right of Way (50% total cost)	114,708.75
	$602,068.75

At a hearing before the Public Utilities Commissioner, the city and State requested that the Southern Pacific Company bear their own railroad costs. If this is ordered, the total city cost will be reduced by the $12,000 item shown above. The State is obligated under the agreement to assume the cost above the $580,000 figure, which additional cost is estimated to be $22,068.75 including the $12,000 of railroad cost. In addition to this, the State has given the city credit for the elimination of the Mill Race Bridge in the amount of $30,000, making a total estimated cost out lay of $52,068.75 from State funds for construction and $114,708.75 for right of way.

The city has on hand $500,000 from sale of bonds. The State has agreed to advance money up to $50,000 to cover the city costs up to their maximum of $550,000, these advances to be repaid from the City's allocation of state motor vehicle funds, repayments to be made in five annual installments.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP:gm

HIGH STREET

BROADWAY

EAST

T.17 S
E

20" Water Mains (in place)
12"

2" Gas Main (in place)
8" Sewer (in place)

EIGHTH AVE.

Concr. Bridge and Pavement

See Sheet No. 3

Install 2" Water Pipe 135'

Const. 35' Conc
Driveway

Const. Co

Easement Line
R/W Line

R/W Line
Easement Line

YR 1+70.18 P.T.=
L. 90+49.21

R. 120' YR
Δ 40° 33'

YR 0+25.85 P.C.C.

R. 70' YR
Δ 69° 47'

=P.C. 0+00 YR.
P.O.C. 3+50.3 YS

YS 16° C.L.
Δ 19° 06'
T. 60.24'

4° Rev. C.
Δ 5° 27'
T. 68.2'

88° 30'

50'

Insta

R.15'

R.15'

T.17S. R.3W. W.M.
EUGENE

Remove Catch Basin
Const. Catch Basin +50
Inst. 8" Sewer Pipe 10'

STA. 10+53 BEGINN
+50 Catch Basin
(in place)

P.T. 10+30.2 L³

Const. Catch Basin
Inst. 8" Sewer Pipe 70' +90

Const. 16' Conc.
Driveway

Rem. Underground Conc. Storage Tank
Install New Underground Storage Tank

Const. 16' Conc.
Driveway

200' Spiral
SΔ 30°

30° C.L.
TΔ 88°35'
Ts 293.9'

P.C.S. 8+30.2 L³

Const. Asph. Conc. Wear. Surface

SEVENTH AVE.

R.50'

R.10'

R.20'

Railroad
(to

52" Sewe

20°C

T+34.9 L³

P.S.C.

200' Spiral
SΔ 30°

Const. Catch Basin
+35 Inst. 8" Sewer Pipe 50'
Const. Type A Manhole
+40 with Grating Cover

L³5+34.9 P.S

36°C

Const. 35' Conc.
Driveway

R/W Line

Const. Asphaltic Conc. Pavement

L³ Line

Remove Conc. Curb
Sidewalk and
Pavement

R.55'

49°C

Install 30" Sewer Pipe 385'

Lˣ Line

Install 30" Sewer Pipe 400'

Const. Asph. Conc. P

Const. Conc. Curb & Gutter

EIGHTH AVE.

Ncr. Bridge and Pavement

2" Gas Main (in place)

8" Sewer (in place)

Water Mains (in place)

12"

20"

et No. 3

Water Pipe 135'

50'

42'

12'

20'-6"

18'

16'

tch Basin
n Basin +50
er Pipe 10'

30.2 L^3

tch Basin
wer Pipe 70' +90

st. 16' Conc.
riveway
torage Tank
Storage Tank
st. 16' Conc.
riveway

Spiral
80°

STA. 10+53 BEGINNING OF PROJECT
+50 Catch Basin
(in place)

SEVENTH AVE.

Const. Asph. Conc. Wear. Surface

R.15'
R.10'
R.50'
R.20'

Railroad Spur south from N. Line 6th Av.
(to be removed by City)

52" Sewer (in place)

R/W Line

P.S. 13+69.12 L^x

P.T. 14+85.7 L^x

50' Spiral
5Δ 5°

20° C.L.
TΔ 13°19'
Ts 58.5'

P.C.S. 14+35.7 L^x

P.S.C. 14+19.12 L^x

Existing Conc. Walk

15+58

SIXTH AVE.

Const. Asph. Conc. Wear. Surface

+28 Catch Basins
(in place)

+06 Adjust Manhole

R.5'

Remove Conc. Curb
Sidewalk and
Pavement

Conc. Pavement

Install 30" Sewer Pipe 400'

Const. Asph. Conc. Pavement

P.T. 12+75.73 L^x

100' Spiral
5Δ 20°

10° C.L.
TΔ 89° 25'
Ts 194.45'

P.C.S. 11+75.73 L^x

L^x 9+52.2 P.S.

P.I. 9+80 Δ 13°49' R.

100' Spiral
5Δ 20°

+20 Const. Catch Basin
Inst. 8" Sew. Pipe 25'
Flo

+45 Const. Type A Manhole
with Grating Cover
L^x 10+52.2 P.S.C.

Remove Conc. Walk

Const. 2" Asphaltic
Conc. Surfacing

Const. Gravel
Surfacing

40'

R.10'

R.5'

16'

49°C

P.I. 13+19.2

Ry. and

ROJECT

HIGH ST.- WALNUT ST. SECTION EUGENE PACIFIC HIGHWAY LANE COUNTY				SHEET No. 3
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	U1-161(13)		See Index

15+58

Existing Conc. Walk

Const. Asph. Conc. Wear. Surface

SIXTH AVE.

P.T. 14+85.7 L^x

50' Spiral
SΔ 5°

20° C.L.
TΔ 19°19'
T 58.5'

P.C.S. 14+35.7 L^x

P.S.C. 14+19.12 L^x

+28 Catch Basins (in place)

+06 Adjust Manhole

om N. Line 6th Av.
ty City)

P.S. 13+69.12 L^x

R 20'

R/W Line

R.5

16'

P.T. 12+75.73 L^x

100' Spiral
SΔ 20°

40° C.L.
TΔ 89°25'
T 194.45'

P.C.S. 11+75.73 L^x

+45 Const. Type A Manhole with Grating Cover
L 10+52.2 P.S.C.

Inst. 8" Sew. Pipe 25'

R.10

Remove Conc. Walk

Const. 2" Asphaltic Conc. Surfacing

Const. Gravel Surfacing

40'

16'

Ry. and Hwy. R/W Line

Main Track Sou. Pac. Co. Ry.

13+19.8

P.I.

Δ 53°

T.C.

Structure @ 161,000
R/W No Estimate Probably 37,000
Total 198,000

EAST

4° Rev. C.
Δ 5°27'
T. 68.2'

YR 1+70.18 P.T. =
L. 90+49.21

R. 120' YR
Δ 40°33'

YR 0+72.85 P.C.C.

R. 70' YR
Δ 69°47'

= P.C.C. 0+00 YR

P.O.C. 3+50.3 Ys

Ys 16° C.L.
Δ 19°06'
T. 60.24'

See Sheet No. 3

Install 2" Water Pipe 135'

Easement Line
R/W Line

8'
10'
8'

20'-6"
12'

88°30'

18'
16'
42'
60'

R/W Line
10'
Easement Line

Ys 3+68.75 P.C.S.

Ys 24° C.R.
TΔ 88°30'
Ts 294.88'

YN 4+82.56 P.C.S.

120' Spiral
SΔ 14°42'

100' Spiral
SΔ 20°

YN 3+76.31 P.S.C.

Ys 1+20.0 P.S.C.

P.O.T. 2+82.8 L
P.T. 5+82.56 YN

P.T. 4+88.75 Ys =
P.O.T. 2+96.03 L3

2" Gas Main (in place)
8" Sewer (in place)

EIGHTH AVE.

Const. 35' Conc. Driveway

Const. 14' Conc. Driveway
Adjust Manhole

Remove Conc. Bridge & Pavement

Const. 16' Conc. Driveway

P.S. 4+54.57 Lx

100' Spiral
SΔ 2°

Const. Conc. Co

Install 30

50'
20'
22'
5'
5'
5'
8'
2'
R.15'
R.15'
18'-6"

Install 2" Water Pipe 135'
Str. Exc. 5 c y.

Adjust Manhole
on 2".

72

26.0

P.O.T. 2+82.8 L
P.T. 5+82.56 Y^N
P.T. 4+88.75 Y^S =
P.O.T. 2+96.03 L^S

Const. 14' Conc. Driveway
Adjust Manhole

Install 2" Water Pipe 135'
Str. Exc. 5 c.y.

Remove Concr. Bridge and Pavement

EIGHTH AVE.

2" Gas Main (in place)
8" Sewer (in place)

Sheet No. 3

Adjust Manhole +20 on Rt.

P.S. 4+54.57 L^X

Const. 16' Conc. Driveway

100' Spiral S Δ 2°

P.S.C. 5+54.57 L^X

Const. Conc. Curb & Gutter

L^X Line

Install 30" Sewer Pipe 385'

L^3 Line

Const. 35' Conc. Driveway

L^3 5+34.9 P.S.

200' Spiral S Δ 30°

Const. Catch Basin +35
Inst. 8" Sewer Pipe 50'
Str. Exc. 3 c.y.

Adjust Manhole +20

Const. Catch Basin +35
Inst. 8" Sewer Pipe 45'

L^X 4° C.R.
T Δ 14°21'25"
T = 230.45'

Const. Asphaltic Conc. Pavement

R/W Line

Const. Catch Basin +35
Inst. 8" Sewer Pipe 50'
Const. Type A Manhole +40
with Grating Cover

P.C.S. 8+13.5 L^X

Remove Conc. Curb Sidewalk and Pavement

100' Spiral S Δ 2°

P.T. 9+13.5 L^X

nst. Catch Basin
r. 8" Sewer Pipe 50'
Str. Exc. 7 c.y.

Catch Basin
" Sewer Pipe 70'
Exc. 10 c.y.

ve Catch Basin
Catch Basin
" Sewer Pipe 10'
Exc. 1 c.y.

manhole +20

Const. Catch Basin
Inst. 8" Sewer Pipe 45' +35

R.5'

12'

Const. Asphaltic Conc. Pavement

R/W Line

+35 Inst. Sewer Manhole

+40 Const. Type A Manhole with Grating Cover

L×4°C.R.
TΔ 14°21'25"
Ts 230.45'

16'

R.55'

P.C.S. 8+13.5 L×

16' 16'

Const. Asph. Conc. Pavement

Install 30" Sewer Pipe 400'

44°C

Remove Conc. Curb Sidewalk and Pavement

100' Spiral SΔ 2°

445.2

100' VC

+1.683

R/W Line

P.T. 9+13.5 L×

Const. Catch Basin
Inst. 8" Sew. Pipe 48' +30

16'

36'

L× 9+52.2 P.S.

100' Spiral SΔ 20°

P.I. 9+80 Δ 13°49' R.

10

10

+20 Const. Catch Basin
Inst. 8" Sew. Pipe 25'

+45 Const. Type A Manhole With Grating Cover
L× 10+52.2 P.S.C.

40°C. L. 45'
TΔ 89°45'
Ts 194.45'

P.C.S. 11+75.73 L×

100' Spiral SΔ 20°

P.T. 12+75.73 L×

Edge of New Pavement

Install 30" Sewer Pipe 290'

16'

R.55'

40'

R.10'

Remove Conc. Walk

R/W Line

52" Sewer (in place)

8

22

R/W Line

(Replace)

R.5'

16'

P.T. 12+75.73 L^x

100' Spiral SΔ 20°

P.C.S. 11+75.73 L^x

P.I. 9+80 Δ 13°49' R.

52.2 P.S.

100' Spiral SΔ 20°

10' C.L. Sta. 89+25. = 194.45'

+20 Const. Catch Basin Inst. 8" Sew. Pipe 25'

+45 Const. Type A Manhole with Grating Cover L×10+52.2 P.S.C.

10

10

Remove Conc. Walk

R.10'

40'

16'

R.55'

Const. 2" Asphaltic Conc. Surfacing

Const. Gravel Surfacing

Ry. and Hwy R/W Line

Main Track Sou. Pac. Co. Ry.

13+19

P.I. ^{W.C.}

453.5

T.C.

16'

Existing Gravel Road

Edge of New Pavement

Install 30" Sewer Pipe 290'

POWER HOUSE

MILL RACE

Structure # 161,

R/W No Estimate 37,

Probably

total 200,

45°

Catch Basin
Sewer Pipe 70'
Exc. 10 c.y.

Catch Basin
Catch Basin
Sewer Pipe 10'
Exc. 1 c.y.

R/W Line
Easement Line
Y.S. 3+68.75 R.C.S.
Y.S. 24° C.R.
T.Δ 88° 30'
T.S. 294.88'
120' Spiral
SΔ 14° 42'
100' Spiral
SΔ 20°
Y.S. 1+20.0 P.S.C.
Y.M. 3+76.31 P.S.C.
Y.M. 4+82.56 R.C.S.
P.O.T. 2+82.8 L
P.T.S. 2+82.56 Y.M.
P.T. 4+86.75 Y.S.
P.O.T. 2+96.03 L.S.
Const. 14' Conc. Driveway
Adjust Manhole
Remove Curb
R.15'
P.S. 4+54.57 L.X.
Const. 16' Co
Driveway
100' Spiral
SΔ 2°
Const. Co
18'
60'
16'
Install 2" Water Pipe 135'
Str. Exc. 5 c y.
+30 Adjust Manhole
en Rt.
+0.19
+2.01
425.72
426.0
200' V.C.
+40
Exc 168
Emb. 146
From L-Line Sta. 132+50 to Sta. 41+88
425
430

Const. 14' Conc. Driveway
Adjust Manhole
R.S.
50
4
Remove Conc.
P.S. 4+54.57 L^x
R.S.
18
Const. Conc. Curb & Gutter
Const. 16' Conc. Driveway
100' Spiral
5Δ 2°
P.S.C. 5+54.57 L^x
16
Adjust Manhole +20
Const. Catch Basin
Inst. 8" Sewer Pipe 45'
+35
R.S.
L^x 4° C.R.
TΔ 14°21'25"
Ts 230.45'
16
16' Const. Asph. Conc. Pavement
P.C.S. 8+13.5 L^x
100' Spiral
5Δ 2°
R/W Line
P.T. 9+13.5 L^x
Const. Catch Basin
Inst. 8" Sew. Pipe 48'
+30
16'

Install 2" Water Pipe 135'
Str. Exc. 3c.y.
+20 Adjust Manhole on Rt.
+40
426.0
Exc. 169
Emb. 145
Emb. 197
425.5
Const. Catch Basin
Inst. 8" Sewer Pipe 50'
Str. Exc. 3c.y.
Top of Pvt. Grade 1.83' to L. of ℄
-0.61
L3 Line
Exc. 336
Emb. 347
Catch Basin

Line

Exc. 198
Emb. 347

Catch Basin
Sewer Pipe 48'
Exc. 10 c.y.

tch Basin
ewer Pipe 25'
c. 1 c.y.
e 'A' Manhole
ting Cover

OF PROJECT STA. 10+53

Const. Catch Basin
+90 Inst. 8" Sewer Pipe 70'
Str. Exc. 10 c.y.
+90 ◦ 422.64

Remove Catch Basin
Const. Catch Basin
+60 Inst. 8" Sewer Pipe 10'
Str. Exc. 1 c.y.
+68.55 ◦ 423.05
℄ High St.

P.C.S. 8+13.5 L^x

100' Spiral
5Δ 2°

P.T. 9+13.5 L^x

Const. Catch Basin
Inst. 8" Sew. Pipe 48'

R/W Line

Const. Asph. Conc. Pavement

Edge of New Pavement

Install 30" Sewer Pipe 290'

Existing Gravel Road

POWER HOUSE

+30

+45

+10

+20

36'

16'

Surfacing

Probable total 200,000

Const. 2" Asphaltic Conc. Surfacing

Const. Gravel Surfacing

40'

16'

R.55'

16'

Existing Gravel Road

13+19.2

Main

PI. NC

453.5

T.C

Install 30" Sewer Pipe 290'

New Pavement

POWER HOUSE

MILL RACE

Remove Conc. Basin

Const. Conc. Basin

Inlet

Set STA. 10+53

+00.55 ± 423.05

@ High St.

45'

490

25'

SURVEY
NOTE BOOK
NO
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED

425
420
430
425
420

+9.09 ○ 425.72
+0.19
200' V.C.
+20 Adjust N on Rt.
426.0
+40
Exc 169
Emb 146
From L-Line Sta. 132+50 to Sta. 141+88

+8.38 ○ 425.24
+1.30
100' V.C.
+80 ○ 426.97
Install 30" Sewer
Stf. Exc. 115
Exc. 70
Emb. 61
From L-Line Sta. 126+40 to 129+50

2

+0.19

+20 Adjustment

426.0

425.72

200' V.C.

+40

100' V.C.

Top of Pvt. Grade 1.83' to L. of ℄

-0.61

L³ Line

Exc. 168

Emb. 146

Exc. 398

Emb. 347

From L-Line Sta. 132+50 to Sta. 41+88

Emb. 1951

+1.80

100' V.C.

+80

426.97

425.24

+838

-0.96

Top of Pvt. Lf. Gutt

L⁴ Line

Install 30" Sewer Pipe 385

Str. Exc. 115 c.y

Exc. 70

Emb. 61

From L-Line Sta. 126+40 to 129+50

Borrow Exc. 7593

Emb. 8246

5

Top of Pvt. Grade 18.3' to L. of ℄

-0.61

L³ Line

Exc. 398
Emb. 347

1951

+20 Adjust Manhole
Const. Catch Basin
+35 Inst. 18" Sewer Pipe 50'
Str. Exc. 8 c.y.

+40 Const. Type 'A' Manhole
with Grating Cover

-0.96

Top of Pvt. L⁴ Gutter

L⁴ Line

Install 30" Sewer Pipe 400
Str. Exc. 120 c.y.

Exc. 201
Emb. 175

Borrow Exc. 7593
Emb. 8246

+90 Const. Catch Basin
+90 Inst. 8" Sewer Pipe 48'
Str. Exc. 10 c.y.

100' V.C.

+90 422.64 Exc. 1

+30 421.69

500' V.C.

Remove Concrete Curb
Const. Concrete Curb
+60 Inst. 8" Sewer Pipe 60'
Str. Exc. 1

+10.55 433.05
℄ High St.

+0.52

Const. Catch Basin
Inst. 8" Sewer Pipe 25'
Str. Exc. 1 c.y.

Const. Type 'A' Manhole
with Grating Cover

+45

BEGINNING OF PROJECT STA. 10+53

Insts

10

+20 Inst. 8" Sewer Pipe 26'
Str. Exc. 1 F.S.
Const. Type 'A' Manhole
+45 with Grating Cover

Remove Con
Const. Catch
+50 Inst. 8" Sewe
Str. Exc. 1

BEGINNING OF PROJECT STA. 10+53

10+52

+68.55 ℄ 423.05
℄ High St.

Install 30" Sewer Pipe 290'
Str. Exc. 870 c.y.

Exc. 764
Emb 664

+0.47

+91 ℄ 423.65 Top of Rail

+06 Adjust Manhole

+78.54 ℄ 424.74 ℄ High St.

4190

4195

4200

4205

4210

4215

15

RECEIVED
AUG 3 1949
FOR FILING

220-1057

August 3, 1949

Mr. Tom Lillebo
Reedsport
Oregon

Dear Sir:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3196 which was awarded to you on July 5, 1949 by the State Highway Commission, covering Ferry Street Bridge in Eugene over the Willamette River in Lane County.

An executed copy of this contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

Recorded S/4

RECEIVED
JUL 29 1949
FOR FILING

220-1057

3196

July 29, 1949

Mr. Robert Tayler
Insurance Commissioner
B u i l d i n g

Dear Mr. Tayler:

Attached hereto is a copy of a letter received by us in connection with the Power of Attorney on behalf of Allyn R. Hunter of Portland in the amount of $500,000 which was left with your office yesterday.

As the letter pertains to the Power of Attorney we thought it best that a copy be sent to you.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md
Attach.

July 27, 1949

Glens Falls Indemnity Company
Mills Tower
San Francisco, California

Attention: Mr. Arthur H. Golomb,
Superintendent

Gentlemen:

This is to acknowledge receipt of Power of Attorney on behalf of Allyn R. Hunter of Portland in the amount of $500,000 executed in connection with the bond to Tom Lilleba for contract work on the Ferry Street Bridge over the Willamette River in Eugene, Contract No. 3196.

I called the Portland office as to whether the Power of Attorney should be left with this office or whether we should send it to the Insurance Commissioner for his records. Mr. Hunter was out of town and I talked to Mr. D. J. Kuhlman explaining that as all of our contracts had to be checked for bond with the Insurance Commissioner that it was an advantage from our point of view in having the Power of Attorney filed with them. He advised that such procedure was satisfactory and the Power of Attorney has been delivered to them today.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FAQ:md

cc - Mr. D. J. Kuhlman
Title and Trust Building
Portland, Oregon

R. H. GRIFFITH, VICE-PRESIDENT
R. LYNN COLOMB, ASST. MGR.
PACIFIC COAST DEPARTMENT
6TH FLOOR MILLS TOWER
SAN FRANCISCO 4, CAL.

Glens Falls

INDEMNITY COMPANY
of Glens Falls, New York

RECEIVED
JUL 28 1949
OREGON
STATE HIGHWAY COMMISSION

SAN FRANCISCO 4, CALIFORNIA

July 27, 1949.

D.J. Kuhlman
AT8496

VIA AIR MAIL

State Highway Department,
State of Oregon,
Salem, Oregon.

Gentlemen:

RE: POWER OF ATTORNEY BEHALF OF ALLYN R. HUNTER OF PORTLAND, OREGON - AMOUNT $500,000, DATED JULY 1, 1949.

Enclosed please find above captioned Power of Attorney for filing with your Department.

This Power of Attorney will authorize Mr. Hunter to execute bond in behalf of Tom Lillebo covering contract for the construction of two span continuous steel truss bridge, known as the Ferry Street Bridge over Willamette River on Coburg Road in Eugene, State Project, contract price $447,885.00, which bond is on file with your Department; as well as any other bond which Mr. Hunter may execute as Attorney for the Glens Falls Indemnity Company and which is filed with your Department.

We would appreciate your acknowledgement of this document.

Many thanks for your cooperation.

Yours very truly,

Arthur M. Colomb

ARTHUR M. COLOMB, SUPERINTENDENT,
PACIFIC COAST BOND DEPARTMENT.

Encl.
AC.

RECEIVED
JAN 23 1951
FOR FILING

AGENDA
AUG 1 1949

220-105-7
3196

July 5, 1949

Mr. Tom Lillebo
Reedsport, Oregon

Re: Contract No. 3196

Dear Mr. Lillebo:

Confirming my telegram to you of this date, the State Highway Commission has today awarded to you the contract for the Ferry Street Bridge over the Willamette River on Coburg Road in Eugene, Lane County. This award was based on your low bid of $161,385.00 submitted on June 28, 1949.

Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

bs
Enc.

cc - H. G. Smith
Goldie Lewis
H. H. Peppert
G. S. Pearson
L. R. White

six copies

S+C

TELEGRAM		ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
NIGHT LETTER		NIGHT LETTER	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1206

JOSEPH L. EGAN
PRESIDENT

CHECK
ACCOUNTING INFORMATION
TIME FILED

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
July 5, 1949
10:00 a.m.

Mr. Tom Lillebo
Reedsport, Oregon

State Highway Commission awarded you today contract for the Ferry Street Bridge over the Willamette River on Coburg Road in Eugene, Lane County, based on your low bid submitted June 28, 1949. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

WESTERN UNION

JOSEPH L. EGAN
PRESIDENT

1206

$

CHECK

ACCOUNTING INFORMATION

TIME FILED

DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
NIGHT LETTER		NIGHT LETTER	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
July 5, 1949
10:00 a.m.

Mr. Tom Lillebo
Reedsport, Oregon

State Highway Commission awarded you today contract for the Ferry Street Bridge over the Willamette River on Coburg Road in Eugene, Lane County, based on your low bid submitted June 28, 1949. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

RECEIVED
JUN 30 '49
FOR FILING

F 31 F

June 29, 1949

Lane County Court
Eugene, Oregon

Gentlemen:

Attached hereto is a tabulation of the bids received for the Ferry Street Bridge over the Willamette River in Lane County. The bid of Tom Lillebo of Reedsport, Oregon, in the amount of $4h7,885, is the lowest received, and is slightly below our estimate of the reasonable cost of the project. We are recommending that the bid be accepted and that a contract be awarded to Mr. Lillebo.

Under the terms of our agreement covering this project, the concurrence of the County Court of Lane County is necessary before the contract is awarded. If the award meets with your approval, we would appreciate official concurrence from you in the award.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

Attached
CSF:gm
cc C. S. Pearson

...23 1949
...FOR FILING

...H. BANFIELD, CHAIRMAN
PORTLAND
BEN. R. CHANDLER, MEMBER
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

June 22, 1949

Mr. P. M. Morse
County Engineer
Lane County
Courthouse
Eugene, Oregon

Dear Mr. Morse:

In your letter of June 21, which I have just received, you state the intention of the members of the County Court to attend the Highway Commission meeting on the 28th at the time the bids for the Ferry Street Bridge are opened, and you ask for an opportunity to confer with the Commission regarding designation of the Jasper-Lowell County Road as a State Secondary Highway. See Co. Roads

The Commission will be pleased to grant you a hearing on this subject. I have reserved fifteen minutes of time for your convenience, starting at 10:15 a.m. on Tuesday, the 28th, which I trust is satisfactory.

Respectfully yours,

HBG

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ts

cc - R. H. Baldock
W. C. Williams

COPY

COPY FOR MR. Baldock
cc: H. B. Glaisyer, Secretary

LANE COUNTY, OREGON

County Surveyor's Office
Eugene, Oregon

June 21, 1949.

Mr. H. B. Glaisyer, Secretary,
Oregon State Highway Commission,
Salem, Oregon

Dear Sir:

The members of the Lane County Court expect to attend the Highway meeting in Portland the 28th, when you open the bids for the Ferry Street Bridge.

Could we have a little time for further discussion of our proposal to the Commission that they take over the county road from Jasper to Lowell on the Secondary system, returning to us equal mileage on some other Secondary highway. This, you remember, was put up to the Commission two or three months ago and we have never had any response.

Yours truly,

/s/ P. M. Morse

P. M. Morse,
County Engineer

PMM:v

RECEIVED
JUN 20 1949
FOR FILING

June 20, 1949

Moore Dry Dock Company
Foot of Adeline Street
Oakland 4, California

Gentlemen:

We have your letter of June 17 requesting a list of bidders on the Ferry Street Bridge in Eugene, bids for which are to be opened on June 28th.

We are sorry to inform you that it is the policy of the Highway Commission not to issue names of bidders on jobs to be let. We can, however, provide you with a list of contractors' names who are prequalified with us and who in our judgment might bid on this job.

For your convenience, a marked list of contractors is attached.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md
Attach.

Moore Dry Dock Company

STRUCTURAL STEEL DIVISION

CABLE ADDRESS
"MOORSHIP"

STRUCTURAL STEEL BUILDINGS · BRIDGES · BOILERS · TANKS · PIPE AND ALL STEEL PLATE CONSTRUCTION · SHIP BUILDING · MARINE REPAIRS · LIGHT AND HEAVY FORGINGS ROLLER MILL MANUFACTURE AND REPAIR · MACHINERY · GENERAL ENGINEERING

SAN FRANCISCO OFFICE
804 BALFOUR BLDG.
PHONE EXbrook 2-5248

MAIN OFFICE AND PLANT
FOOT OF ADELINE STREET · OAKLAND 4, CALIFORNIA · PHONE HIGATE 4-3919

June 17, 1949

State of Oregon
Highway Commission
Salem, Oregon

Gentlemen:

IT IS UNDERSTOOD AND AGREED THAT WE WILL NOT BE LIABLE FOR DAMAGES OR DELAYS CAUSED BY STRIKES, ACCIDENTS, DELAY OF CARRIERS AND OTHER DELAYS UNAVOIDABLE OR NOT UNDER OUR CONTROL. IN THE EVENT OF DEFECTIVE WORKMANSHIP AND/OR MATERIAL, OUR LIABILITY SHALL BE LIMITED TO THE REPLACEMENT THEREOF AT OUR PLANT.

Re: Bridge No. 6648

Will you kindly forward a list of bidders on the proposed bridge on the Ferry Street In Eugene Highway, Lane County, over Willamette River, Bridge No. 6648.

Since this bid will be opened on June 28, we should appreciate your complying with the above by return mail.

Thank you.

Very truly yours,

MOORE DRY DOCK COMPANY

By Victor R. Sandner
Victor R. Sandner, Manager
Structural Steel Division

dmm/e

RECEIVED
JUN 20 1949
OREGON
STATE HIGHWAY COMMISSION

AISC

STEEL INSURES STRENGTH AND SECURITY

RECEIVED
MAY 24 1949
FOR FILING

May 20, 1949

Mr. P. M. Morse
County Engineer of Lane County
Eugene, Oregon

Dear Sir:

I am very sorry that I gave erroneous information to Mr. Wm. Tugman about the Ferry Street bridge plans. It so happened that these plans were returned to the Salem office at some time in the three-day period from Monday to Wednesday this week when we were all in Portland at the Commission meeting. Mr. Tugman called me Thursday and I had not been advised at that time that the plans had been returned.

We are preparing to advertise the bridge at the June meeting.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hl
cc: Mr. Wm. Tugman

...TY ENGINEER

CERTIFICATE NO. 252

LANE COUNTY, OREGON

COUNTY SURVEYOR'S OFFICE
EUGENE, OREGON

May 19, 1949.

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock,
State Highway Engineer,
State Highway Commission,
Salem, Oregon.

Dear Sir:

In a telephone conversation with Mr. Wm. Tugman, he advised you told him the Ferry Street Bridge plans were held up, waiting for approval of plans by the County Court for Lane County.

This approval was sent in on the 13th inst., addressed to the State Highway Commission.

Yours truly,

P. M. Morse

P. M. Morse,
County Engineer

PMM:v

RECEIVED
MAY 20 1949
OREGON
STATE HIGHWAY COMMISSION

...VED
...FILING

Tile

LANE COUNTY COURT

Eugene, Oregon
May 13, 1949

C
O
P
Y

State Highway Commission,
Salem, Oregon.

Attention: R. H. Baldock,
State Highway Engineer,

Dear Sir:

Received estimate of cost of the Willamette River Bridge #6648 on Eugene-Coburg County Road, also Drawings #8692 to #8701, inclusive, and #9233.

Approval of these plans is hereby given in accordance with our agreement of December 31, 1946.

County Court for Lane County,

By (sgd) Clinton Hurd
County Judge

(sgd) W. J. Holland
County Commissioner

(sgd) L. G. Raish
County Commissioner

Original to Paxson

RECEIVED
MAY 12 1949
FOR FILING

May 10, 1949

Lane County Court
Eugene, Oregon

Gentlemen:

Under separate cover I am sending you two sets of the plans for the proposed Ferry Street Bridge over the Willamette River at Eugene. These plans are our Drawings 8692, 8693, 8694, 8695, 8696, 8697, 8698, 8699, 8700, 8701, and 9233. These are submitted for your approval in accordance with our agreement entered into under date of December 31, 1946. The specifications for this project will be the standard Specifications and Contract Agreement for Highway Bridge Construction, issue of March 1, 1946, copies of which are filed with your county engineer.

Our estimate of the cost of this structure, based upon the complete design and on current prices, is as follows:

Ferry Street Bridge over Willamette River, Lane County - Estimate of Cost

Shoring, cribbing, etc.	All			$20,000
Excavation	600	cu. yd.	at $10.00	6,000
Excavation below elevations shown	20	cu. yd.	20.00	400
Furnish steel piles	1,875	lin. ft.	5.00	9,375
Drive steel piles	72	each	75.00	5,400
Class "A" concrete	2,200	cu. yd.	60.00	132,000
Metal reinforcement	400,000	lbs.	0.11	44,000
Low alloy structural steel	850,000	lbs.	0.19	161,500
Structural carbon steel	300,000	lbs.	0.17	51,000
Metal handrail	1,605	lin. ft.	11.00	17,655
Removal of old bridge	All			15,000
				$462,330
Plus 10 per cent for engineering and contingencies				46,233
TOTAL				$508,563

We hope to have this structure ready for advertisement for the June meeting of the Highway Commission. In addition to the structure there will be the grading and surfacing of the approaches and other miscellaneous items listed in Exhibit B of our agreement. The estimated net cost of this work is $35,974.20. We plan to advertise this work later, as it cannot be done until the bridge is completed.

Under the agreement, the County has on hand $250,000 and the State is to advance $300,000, or such part thereof as may be needed to complete the project, which is to be reimbursed from the County's allocation of the state motor vehicle fund. In paying estimates on the project, we propose to render quarterly statements to the County for reimbursement, in accordance with Section 8, page 4, of the agreement, up to the amount of the $250,000, and to pay further estimates from State funds chargeable against the money to be advanced to the County.

In order to get this project underway and take advantage of the summer construction season, it would be appreciated if you could take early action on the approval of the plans and specifications.

Very truly yours,

R. H. Baldock
State Highway Engineer

OSPigm
cc C. S. Fenton

RECEIVED
FEB 10 1949
FOR FILING
FORM B-80 10M 8-48 23456

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

February 3, 1949
Salem, Oregon

(Forrest)

SUBJECT:

To: Mr. W. C. Williams
OFFICE

NOTED
W. C. WILLIAMS

I contacted the County Court of Lane County yesterday, February 2, regarding the purchasing of right of way for the Ferry Street bridge project.

To date the County has not done anything toward securing this right of way. In a letter dated January 28 Judge Hurd requested of Mr. Lytle the assistance of a right of way buyer for the purchasing of said right of way. Mr. Devers has been contacted in this matter and states that the request has not reached him as yet. However, he has a man working in the Eugene area who will be available.

The County Court has let a contract for the construction of their new shops which calls for completion on the first of June. This completion date may be extended somewhat due to the bad weather. The contractor has materials on the site at present time and is ready to go as soon as the weather breaks.

Forrest Cooper
Engineer, County and City Relations

By

John W. Cattrall
John W. Cattrall
Assistant Engineer

JWC:MM

RECEIVED
JAN 28 1949
FOR FILING.

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 18th, 1949

SUBJECT:

To: Mr. W. C. Williams
Assistant State Highway Engineer
O f f i c e

NOTED
W. C. WILLIAMS

Dear Sir:

The right of way descriptions for the Ferry Street bridge in Eugene were submitted to the County on September 2, 1947. We have never heard from the judge as to whether this right of way has been purchased. He should be advised immediately that we contemplate letting the job in February.

Very truly yours,

H. G. Smith
Construction Engineer

HGS:AR

ORDERED
FOR FILING

[illegible]
H. BANFIELD, CHAIRMAN
PORTLAND
A. W. SCHAUPP, MEMBER
KLAMATH FALLS
BEN. R. CHANDLER, MEMBER
COOS BAY

OREGON
STATE HIGHWAY COMMISSION

OFFICE OF G. S. PAXSON, BRIDGE ENGINEER
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

January 18, 1949

Lane County Court
Eugene, Oregon

NOTE
W. C. WILLIAMS

Gentlemen:

The tri-party agreement between the State, the City of Eugene, and Lane County, dated December 31, 1946 and covering the construction of the Ferry Street Bridge over the Willamette River, provides that the plans and specifications for the bridge be submitted to Lane County for examination and approval.

Under separate cover I am sending you one set of prints from our Drawings No. 8692-8701, inclusive, and 8417, which constitute the plans for the structure. The specifications will be the standard form of Specifications and Contract Agreement for Highway Bridge Construction, edition of March 1, 1946, copies of which specification you have. It will be appreciated if the county court would examine these plans and advise us as to their approval or exceptions thereto.

Our estimated total cost for this structure, exclusive of right of way, is $535,000.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP:gm
cc W. C. Williams

NOTED
W. C. WILLIAMS

FOR FILING

SUMMARY OF RIGHT OF WAY COSTS -- ROGUE PROJECT (Cooperative)

	Paid	To be Paid	Total	State	City
Broadway to S. P. R. R.	$133,344.85	$35,950.00	$169,294.85	$ 56,647.43	$ 56,647.42
S.P.R.R. to Willamette River	49,892.25	4,650.00	54,542.25	27,271.12	27,271.13
TOTAL	$183,237.10	$40,600.00	$223,837.10	$111,918.55	$111,918.55

Salvage to date:

Broadway to S.P.R.R.	$6,500.00	$3,250.00	$3,250.00

Estimated Future Salvage:

Broadway to S.P.R.R. (Excelsior Plant)	$900.00	
S.P.R.R. to Willamette River		
#14017--Flournoy	100.00	
#14020--Svendsk	250.00	
#14018--Lane County		
Store Room $50.00		
Storage Shed 50.00		
Tool Room 25.00		
Large Gen Shed 25.00	150.00	
TOTAL ESTIMATED SALVAGE	$1,400.00	

It is understood that out of the $90,000.00 paid by the City of Eugene for the holdings of the Eugene Power Co. there was a salvage of approximately $10,000.00, through the sale of the power plant. There was also included in the sale of the Mill Race by the Eugene Power Co. to the City of Eugene, properties that were not and will not be used for highway purposes and for which some credit should be given to the State.

The amount of $50,000.00, paid to the Eugene Power Co. by the City of Eugene is not included in the above figures.

November 30, 1948

FOR FILING

October 29, 1948

Oregon State Highway Commission

Gentlemen:

The County Court of Lane County and the City of Eugene have requested that the State proceed as rapidly as possible in the preparation of plans and calling of bids for the construction of the Ferry Street bridge over the Willamette River and an overhead crossing over the Southern Pacific Railroad tracks, together with street interchanges in the city of Eugene, in conformance with an agreement executed between the State Highway Commission, Lane County, and the City of Eugene, in 1946. Attached hereto are copies of letters received under recent date from the County Judge of Lane County and the City Manager of Eugene.

We have completed the design for the Ferry Street crossing of the Willamette River, which is Lane County's portion of the project, and are ready to call for bids on short notice for this structure. However, we have not yet made the design for the railroad overcrossing and street interchanges, which is the City's portion of the project. With the present backlog of unfinished design in the Bridge Department, it is estimated that it will be from six to eight months before the design for the overhead can be completed. It would, therefore, appear to be desirable to call for bids within the next month or two for the Willamette River bridge, and call bids on the overhead when plans are ready. It takes much longer to secure structural steel, which would be used in the river bridge, than it does to secure reinforcing steel, which would be needed for the railroad overcrossing. Therefore, if the projects were let some six to eight months apart, they probably would be completed at approximately the same time.

This matter will be on the agenda for your consideration at the next meeting, and the Secretary will have available a copy of the agreement between the State, the County and the City, as executed in 1946.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.
cc: W. C. Williams

DAILY JOURNAL OF COMMERCE

Oct. 28, 1948

Eugene Span Job Gets Go-Ahead

(D. J. of C.—Oct. 28, 1948)

Eugene.—The Lane county court has notified the State Highway Commission that the county is ready to go ahead with work on the proposed new Ferry street span across the Willamette river, Judge Clinton Hurd announced.

A contract, made two years ago, calls for the county and city to spend $560,000 each on the project. The city has already voted $[illegible] and the county has set aside $350,000 for the project. The remainder of the funds will be loaned by the highway commission.

The state will provide all engineering work and design, will furnish all right-of-way work and supervise the work which will connect the bridge with the U. S. highway No. 99 project.

REFERRED TO
Williams
by Chief Engineer
we should
report to the
Highway Commn
the request when
received - also
a short copy of contract

...Y, Mayor

DEANE SEEGER, City Manager

CITY OF EUGENE

OFFICE OF CITY MANAGER

EUGENE, OREGON

OCTOBER 27, 1948

MR. R. H. BALDOCK,
STATE HIGHWAY ENGINEER,
OREGON STATE HIGHWAY DEPARTMENT,
SALEM, OREGON.

DEAR MR. BALDOCK:

YOUR LETTER UNDER THE DATE OF OCTOBER 18, 1948, WITH REFERENCE TO THE PRESENT STATUS OF PLANS AND ESTIMATES FOR THE COMPLETION OF U. S. 99 IMPROVEMENT WITHIN THE CITY OF EUGENE WAS SUBMITTED TO THE COMMON COUNCIL AT ITS REGULAR MEETING HELD MONDAY, OCTOBER 25, 1948, WITH THE RESULT THAT THE FOLLOWING ACTION WAS TAKEN BY THAT BODY.

"IT WAS MOVED BY CRUMBAKER, SECONDED BY DAVIS THAT THE LETTER FROM THE STATE HIGHWAY DEPARTMENT BE RECEIVED AND FILED, AND THAT THE CITY MANAGER BE REQUESTED TO ACKNOWLEDGE THE SAME AND TO NOTIFY THE OREGON STATE HIGHWAY COMMISSION OF THE DESIRE OF THE COMMON COUNCIL THAT THE STATE HIGHWAY DEPARTMENT PROCEED WITH THE PREPARATION OF PLANS AND CALLING OF BIDS AT THE EARLIEST PRACTICAL DATE."

YOURS VERY TRULY,

DEANE SEEGER,
CITY MANAGER.

DS:LG

RECEIVED
OCT ... 1948
OREGON
STATE HIGHWAY COMMISSION

CITY OF EUGENE

Office of City Manager

Eugene, Oregon

October 27, 1948

C
O
P
Y

Mr. R. H. Baldock,
State Highway Engineer,
Oregon State Highway Department,
Salem, Oregon.

Dear Mr. Baldock:

Your letter under the date of October 18, 1948, with reference to the present status of plans and estimates for the completion of U. S. 99 improvement within the City of Eugene was submitted to the Common Council at its regular meeting held Monday, October 25, 1948, with the result that the following action was taken by that body.

"It was moved by Crumbaker, seconded by Davis that the letter from the State Highway Department be received and filed, and that the City Manager be requested to acknowledge the same and to notify the Oregon State Highway Commission of the desire of the Common Council that the State Highway Department proceed with the preparation of plans and calling of bids at the earliest practical date."

Yours very truly,

(sgd) Deane Seeger

City Manager

DS:LG

ALLEN P. WHEELER
COMMISSIONER

LANE COUNTY COURT

CLINTON HURD, JUDGE

EUGENE, OREGON

October 26, 1948

Oregon State Highway Commission
Salem, Oregon

Att: R. H. Baldock

Dear Sir:

In regard to the Ferry Street Bridge, I have over a thousand names on a petition to start work on the bridge. The county will be ready for the job at any time in the near future.

I ~~was talking to Mr. Cutler, and he explained to me~~ We understand your problem about the shortage of help to design the overhead structure and traffic interchange and that it could not be completed short of six to eight months.

I do not know whether you intend to call for bids both on the bridge, and the overhead crossing at the same time, but if you care to call for bids on the Ferry Street Bridge it will be all OK with Lane County.

Yours truly,

Clinton Hurd

Clinton Hurd
County Judge

CH:bw

RECEIVED
OCT 28 1948
OREGON
STATE HIGHWAY COMMISSION

LANE COUNTY COURT

Clinton Hurd, Judge

Eugene, Oregon

COPY

October 26, 1948

Oregon State Highway Commission
Salem, Oregon

Att: R. H. Baldock

Dear Sir:

In regard to the Ferry Street Bridge, I have over a thousand names on a petition to start work on the bridge. The county will be ready for the job at any time in the near future.

We understand your problem about the shortage of help to design the overhead structure and traffic interchange and that it could not be completed short of six to eight months.

I do not know whether you intend to call for bids both on the bridge, and the overhead crossing at the same time, but if you care to call for bids on the Ferry Street Bridge it will be all OK with Lane County.

Yours truly,

(sgd) Clinton Hurd

Clinton Hurd
County Judge

CH:bw

LIVED
19 1948
OR FILING

Contract
Bridge

October 16, 1948

Mr. Deane Seeger
City Manager
City of Eugene
Eugene, Oregon

Dear Mr. Seeger:

As a follow-up to my letter to you, dated October 6, having reference to early calling for bids on the Ferry Street bridge and overhead highway structure, you are advised that we have completed a recheck of the cost estimates for these structures.

The present estimated costs are not greatly at variance with the cost that was estimated at the time the tripartite agreement was executed. The railroad overcrossing and the city traffic interchange are now estimated at a total cost of $560,000, exclusive of any and all right of way. The Ferry Street bridge or county portion is presently estimated at a total cost of $535,000, also exclusive of any and all right of way.

The Ferry Street bridge design has been practically completed so that the quantities upon which the estimate is made are reasonably exact. The overhead crossing and traffic interchange have not been designed and the quantities are estimated from comparable jobs, but we believe them to be reasonably close.

Due to congestion in our design department, it is doubtful if a design on the overhead structure and traffic interchange could be completed short of six to eight months. This would mean that we would not be able to call bids on the project before approximately June, 1949.

Should it be the desire of the City and the County to proceed with the calling of bids when plans are ready and on the basis of the estimated costs furnished above, we will be glad to comply with the terms of the agreement as drawn.

I am sending a copy of this letter to the Honorable Clinton Hurd, Lane County Judge, so that he may advise as to the wishes of the Lane County Court in the matter.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc: Hon. Clinton Hurd

FORM E-90 10M 6-46 28439

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 8, 1948

SUBJECT: Eugene City Traffic Interchange
and Ferry St. Bridge No. 6648

To: Mr. W. C. Williams
Assistant State Highway Engineer
O f f i c e

Dear Sir:

We have checked over our estimates on the Eugene City Traffic Interchange and on the Ferry Street Bridge and have revised the prices in line with what we could expect to get at the present time. Our estimates of cost are as follows:

Eugene City Traffic Interchange, net	$ 460,610
Plus 10 per cent for contingencies	46,061
Construction cost	$ 506,671
Plus 10 per cent for engineering	50,667
Total estimated cost	$ 557,338
Ferry Street Bridge, net	$ 438,814
Plus 10 per cent for contingencies	43,881
Construction cost	$ 482,695
Plus 10 per cent for engineering	48,269
Total estimated cost	$ 530,964

The Ferry Street job has been completely designed, and the quantities upon which the estimate is made are reasonably exact. The City Traffic Interchange has not been designed, and the quantities are estimated from comparable jobs; however, they should be reasonably close.

Both of these structures are designed with a 48-foot roadway and sidewalks on each side. This is not up to interregional standards for four-lane traffic, but is in line with the decision reached several years ago when these jobs were first investigated.

I note in the letter from Mr. Deane Seeger that he requests us to proceed with the call for bids on both the traffic interchange and the Ferry Street Bridge. The Ferry Street Bridge is a county project and

question comes up as to whether Mr. Seeger has authority to speak for the county.

Very truly yours,

G. S. Paxson
Bridge Engineer

CSP GM

RECEIVED
OCT 7 1948
FOR FILING

Lost
Route
Diversion

October 6, 1948

Mr. Deans Seeger
City Manager
City of Eugene
Eugene, Oregon

Dear Mr. Seeger:

In replying to your letter of October 4, having reference to construction of the Ferry Street bridge and overhead highway structure, you are advised that we will immediately recheck the plans for this project so as to determine costs and availability of materials under present-day conditions.

When we have completed our recheck and other study of the proposed project, will advise you of our findings. If it then be your desire, the matter will be presented to the State Highway Commission for early consideration.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW/gd/hi
cc: G. S. Paxson

...cNUTT, Mayor

DEANE SEEGER, City Manager

CITY OF EUGENE

OFFICE OF CITY MANAGER
EUGENE, OREGON
OCTOBER 4, 1948

MR. R. H. BALDOCK,
OREGON STATE HIGHWAY ENGINEER,
OREGON STATE HIGHWAY COMMISSION,
SALEM, OREGON.

NOTED
W. C. WILLIAMS

DEAR MR. BALDOCK:

IN ORDER THAT I MAY SATISFY RECENT INQUIRIES MADE TO THIS OFFICE BY MEMBERS OF OUR COMMON COUNCIL AND THE CITY PLANNING COMMISSION, I WISH TO INQUIRE INTO THE PRESENT STATUS OF PLANS FOR THE CONSTRUCTION OF THE FERRY STREET BRIDGE AND OVERHEAD HIGHWAY STRUCTURE AS COVERED BY THAT CERTAIN TRI-PARTY AGREEMENT BETWEEN THE STATE OF OREGON, THE CITY OF EUGENE, AND LANE COUNTY, DATED DECEMBER 31, 1946. SPECIFIC REFERENCE IS MADE TO PARAGRAPHS 1, 2, 3 AND 4, UNDER "THINGS TO BE DONE AND OBLIGATIONS TO BE ASSUMED BY THE STATE"; ALSO PARAGRAPH 3 UNDER "GENERAL UNDERSTANDINGS AND OBLIGATIONS".

WITH THE PASSAGE OF OUR $500,000 BOND ISSUE, THE ACQUISITION OF THE MILL RACE AND EUGENE POWER COMPANY PROPERTIES AND OUR ACTION REQUESTING THE SOUTHERN PACIFIC TO REMOVE THE SPUR TRACK ON 6TH AVENUE UPON FORMAL NOTICE FROM THE STATE, I BELIEVE THAT THE CITY OF EUGENE HAS TO DATE ACCOMPLISHED ALL OF ITS OBLIGATIONS AS SET FORTH IN THE ABOVE-MENTIONED AGREEMENT. IF THIS ASSUMPTION IS CORRECT, I SHOULD LIKE THEN TO REQUEST THE STATE HIGHWAY DEPARTMENT, ON BEHALF OF THE EUGENE COMMON COUNCIL AND EUGENE PLANNING COMMISSION TO PROCEED WITH THE PREPARATION OF PLANS AND SPECIFICATIONS AND BID CALL ON THE OVER-PASS AND FERRY STREET BRIDGE AS SOON AS PRACTICAL.

ACKNOWLEDGMENT OF THIS REQUEST AND ADVICE OF YOUR OFFICE AS TO WHEN THE PREPARATION OF SUCH PLANS AND SPECIFICATIONS MAY BE REASONABLY ANTICIPATED WILL BE GRATEFULLY APPRECIATED BY ALL PARTIES CONCERNED.

VERY TRULY YOURS,

Deane Seeger

DEANE SEEGER,
CITY MANAGER.

DS:LG

RECEIVED
OCT 5 1948
OREGON
STATE HIGHWAY COMMISSION

321-1704 Toledo Pavement Resurfacing 1949
Proj., South Main St.

#3197

RECEIVED
FEB 9 1950
FOR FILING

321-1704

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Feb. 6, 1950

SUBJECT: Request for release of warrants on final estimates.

To: Mr. H. B. Glaisyer
O-f-f-i-c-e

	Vou. #	Cont. #	Est. #	Name	Am't.	Wt. #	Note
1.	846	3197	2 & 3 final	Parker-Schram Co.	560.50	368166	
2.							

3. Completed July 20, 1949
4. Accepted Aug. 1, 1949
5. Time Extensions None Needed
6. Claims None of record
7. Remarks:
8. Release warrant immediately
9.
10.
11.
12.

ACCOUNTING DIVISION

By _____
Bookkeeping Dept.

Approved _____
Secretary

Warrant mailed: _____

FORM S-60 REV 8-48 50304

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Feb. 6, 1950

SUBJECT: Request for release of warrants on final estimates.

To: Mr. H. B. Glaisyer
O-f-f-i-c-e

	Vou. #	Cont. #	Est. #	Name	Am't.	Wt. #	Note
1.	846	3197	2 & 3 final	Parker-Schram Co.	560.50	368166	
2.							
3.							
4.	Accepted						
5.	Time Extensions						
6.	Claims						
7.	Remarks:						
8.							
9.							
10.							
11.							
12.							

ACCOUNTING DIVISION

By _____
Bookkeeping Dept.

Warrant mailed: FEB 8 1950

Approved _____
Secretary

POSTED ON CARD

2-8-50

RECEIVED
JAN 18 1950
FOR FILING

321-1704

3197

January 17, 1950

Glens Falls Indemnity Co.
Pacific Coast Dept.
Mills Tower
San Francisco, California

Gentlemen:

This is to advise you that State Highway contract No. 3197 for work on the Toledo (South Main St.) Section of the Corvallis-Newport Highway, in Lincoln County, has been completed by the contractor, Parker-Schram Company, and that final payment in the amount of $560.50 will be made on or after January 27, 1950.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $6,858.13 and that no force account work was performed therein. This contract was completed on July 20, 1949 and accepted by the Commission on August 1, 1949.

This notice is sent to you because you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rm

cc - Glens Falls Indemnity Co.
Glens Falls,
New York

Glens Falls Indemnity Co.
Amerada & Schram, Agents
Wood Bldg.
Portland 4, Oregon

NOTED ON CARD
1-17-50 gf

$250,000 City allotment (1949)

Toledo. 12-20-49

Per letter of Mr. Eaton dated Sept. 30. 1949 re bills for extra work performed by Parker-Schram on main Stand in Toledo.

With Mr. John Coffee of Parker-Schram Mr. S.J. Walters resident engineer and Mr. Mike Hammerman Mayor of Toledo held Conference this date regarding responsibility for payment

It developed that the greater part of extra work performed by Contractor was ordered by a city official and not by the resident engineer. So Mr. Hammerman agreed that the city should pay the items as per paragraph 3 of the agreement with City dated the 8th Day of March 1949.

One items for $10.50 for work performed on "one catch Basin Frame & grate was overlooked by Mr. Walters. Mr. Eaton has made a price agreement to cover this item and will send it to D. Parker and Parker-Schram.

Parker Schram will bill the city for all other items.

A.C. Eyers

FORM E-20 REV 6-49 10000

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 30, 1949

321-1704

SUBJECT:

To: Mr. John W. Cattrall,
County & City Relations Engineer.

Dear Sir:

Herewith some correspondence and a claim for extra work from Parker-Schram Company in connection with their contract at Toledo on the Main Street improvement under the $250,000.00 street fund.

There seems to be a little controversy between the contractor and the engineer and there probably is some question as to our liability for this charge. It may be that you had discussed the matter of preservation of some of these monuments with the City and had committed us to some expenditure in connection therewith.

Would you please take the matter up with the City officials to the end that they handle the charges for this work, or, if you feel that they are a legitimate part of the contract or had committed the State to take care of these charges, we will make a Price Agreement out to cover. I believe there are sufficient unexpended funds to cover the charges if desired.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM

RECEIVED
SEP 30 1949
ENGINEER
COUNTY & CITY RELATIONS

FORM E-90 20M 6-40 53008

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Newport, Oregon
September 28, 1949

COPY

SUBJECT: 321-1704
Contract #3197

To:

Mr. F. D. Eason
Division Engineer
Salem, Oregon

Dear Sir:

I am enclosing a bill from Parker-Schram Company together with copies of two letters. The letters are self-explanatory.

In no case do I feel that we should be obligated for these monument cases. These monuments were dug out by the city engineer and he ordered the cases. These bills for metal work I do not feel are a state obligation either. They were not ordered by a State officer and either Parker-Schram had some agreement with the city of Toledo I do not know. From the correspondence it appears that Parker-Schram ordered this work on their own responsibility and are billing the state for it.

I am holding the Final Estimate pending word from you.

Very truly yours,

S. F. Walters,
Resident Engineer

SFW/ms

C
O
P
Y

September 9, 1949

Mr. S. F. Walters, Resident Engineer
Oregon State Highway Commission
Newport, Oregon

Dear Sir:

Reference to your letter of August 22, 1949, File No. 321-1704, Contract No. 3197. We are invoicing the City of Toledo, Oregon the expense in connection with supplying new covers and adjusting the valve boxes and monuments, in accordance with your instructions.

If they do not reimburse us for this, we, of course, must look to the State for payment under the Special Provisions of our contract, Page 8, "Work to be Performed by City or by Contractor" which provides for the method of payment. The Special Provisions on page 1 under Paragraph "Control of Work and Responsibility for Payment" provides that the City of Toledo will reimburse the State for its share of the work. So we can not see where it matters much as to who pays for this work.

The expense incurred by us for repairing the catch basin and frame is included in the Toledo Machine Works invoice dated 7/14/49, of which you have a copy. We have estimated your work as 25% of the $38.22, or $9.55, and have allowed credit on our billing to the City of Toledo for this amount. We are entitled to 10% for profit, which would make our charge to you $10.50.

Please advise us what you show for final quantities on this contract, as our boys show more catch basins adjusted than were allowed on Estimate No. 1.

Yours very truly,

PARKER-SCHRAM COMPANY

By V. B. Woolcutt

VBW:dh

Steuster #375

FORM E-122X 10M 2-48

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
A. W. SCHAUPP, MEMBER
KLAMATH FALLS
BEN. R. CHANDLER, MEMBER
COOS BAY

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

Newport, Oregon
August 22, 1949

C
O
P
Y

321-1704
Contract #3197

Parker Schram Company
Builders Exchange Building
Portland, 4, Oregon

Gentlemen:

Reference your letter of August 19th.

I did not issue any order for monument boxes. It was my understanding that this was city work. This also applies to the valve box, which is mentioned in the Contract.

I would suggest that you take this billing up with the city of Toledo.

I did however, authorize some work on one Catch Basin frame and grate which was badly deteriorated. Please furnish me with the details on this so payments on this item can be completed.

Very truly yours,

S. F. Walters,
Resident Engineer.

SFW/ms

C
O
P
Y

Price agreement
with P-S
for 1- cold laminated
+ Contr. 10.50

PARKER - SCHRAM COMPANY

GENERAL CONSTRUCTORS

Builders Exchange Building
Portland 4, Oregon

August 19, 1949

Mr. Frank Walters, Resident Engineer
Oregon State Highway Commission
Newport, Oregon

Dear Sir:

Reference to our contract No. 3197 for pavement resurfacing of South Main Street in Toledo, Oregon. We believe that it will be necessary to enter into a price agreement to cover the following:

1. Adjust monument boxes and replace new covers.

2. Adjust valve boxes and replace new covers.

We constructed five monument covers at our shop at the following cost:

Labor:	W. L. Burdick	2 hrs. at $1.90 hr.		$ 3.80
	Harold Lapoe	5 hrs. at $1.90 hr.		9.50
	V. O. Wright	5 hrs. at $1.90 hr.		9.50
				22.80
	Oregon Industrial Ins.	4.00		
	Less 10%	.40		
			3.60	
	Social Security & Unempl.		4.00	
			7.60	
	$22.80 at 7.60			1.73
				24.53
	Cartage on material			2.00
	5 pcs. 10" Wrought Iron Pipe 3½" long ea.			
	3 ft. used at $5.90 ft.			17.70
	12 sq. ft. ¼" Plate 122½# at .10			12.25
	Shop use 12 hrs. at $2.00 hr.			24.00
				$80.48
	Plus 15% on Labor & Insurance			3.68
	Plus 10% on Material			3.00
				$87.16

or cost per each of $17.43 ea. for covers

Our price for adjusting monument covers can be fitured at $20.00 each the same as cleanout boxes, or a total price of $37.43 each.

On the Valve Boxes:

1 large valve box was fabricated by The Toledo Machine Works, and we enclose copy of invoice in the amount of	$61.44	
Plus 10%	6.14	$67.58
We believe a fair basis for adjusting this box to be on the same basis as a manhole adjustment, or,		50.00
		$117.58
We also had one valve box cover built up, a 12" square cleanout cover, and a 12" valve box cover made at Toledo Machine Works per attached copy of invoice	$38.22	
Plus 10%	3.82	42.04

We believe a fair basis for adjusting the small valve boxes to be on the same basis as cleanout boxes, or $20.00 each plus an allowance to take care of the $42.04 expended. We understand there was two of the small valve boxes adjusted, so price agreement could reflect a price of $41.02 each on these.

The above is merely offered as a suggestion in order to get some kind of a basis to cover the work not covered under our bid items.

Yours very truly,

PARKER-SCHRAM COMPANY

By V. B. Woolcutt (Sgd.)

VBW:dh

September 13, 1949

Gladys Burgess
City Recorder
Toledo, Oregon

NOTED
J.F. HAGEMANN

Dear Madam:

Contract No. 3197 with the Parker Schram Company for adjusting manholes and catch basins, and placing asphaltic concrete on existing pavement on South Main Street from 3rd Street to 2nd Street was completed on July 20, 1949 and accepted by the Highway Commission on August 1, 1949.

Under the terms of the agreement between the Highway Commission and the City of Toledo, dated March 8, 1949, the City assumes the maintenance of and continues jurisdiction over the above city street as of the date of completion, July 20, 1949.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrell
Acting Engineer,
County and City Relations

RHP:JWC
cc: Mr. M. C. Summerness, Mayor

NOTED
Harold C. Ayers

NOTED
J. W. CATTRALL

250,000 City Allotment (1950)

Toledo 8-8-49

Mr. Mel Kamoumis mayor of Toledo called and requested I come to Toledo and look over a street which city would like to have reported under the 250,000 act, also to look over job on main street which was completed about 2 weeks ago

Main street was in fine condition as far as the contractors job was concerned, There were 3 or 4 small spots where some vehicle had leaked considerable gasoline and softened the surface advised the city they were certainly not the fault of the Contractor and for them to patch the holes also find the guilty vehicle as from the location I surveyed it was evident it must have been the same vehicle.

Then police request was for extending "A" street advised them the act clearly stated, "Streets which are receiving extensive work" so could not recommend a new street be built.

H. C. C.

RECEIVED
AUG 3 - 1949
FOR FILING

321-460H

3197

August 3, 1949

Parker-Schram Company
300 Builders Exchange Building
Portland 4, Oregon

Gentlemen:

We are sending you today a fully executed copy of contract No. 3197, which was awarded to you on July 5, 1949, by the State Highway Commission covering South Main Street in Toledo, Lincoln County. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours,

Secretary,
OREGON STATE HIGHWAY COMMISSION

Enc.

Form S-1—SHC—1-48

321-40041

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 23, 19 49

Section Toledo Street (Main St.)

Highway City Streets

Contractor Parker Schram Co.

Date of Contract July 5, 19 49

Date work started July 12, 19 49

Amount of contract $ 7,740.00

Kind of work Pavement Re-Surfacing

Section prefix 321-1704

Contract number 5197

Date of completion August 31, 1949

Estimated date of completion August 31, 19 49

Per cent of time elapsed 22 %

Estimated cost of completed project, exclusive of engineering $7,740.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date $ 300.00, 3.9 %

Date project was completed July 20, 19 49

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed feathering edges of pavement and gutters and released as completed 20 July.

FINAL REPORT

Signed S O Raetus

Address Newport, Oregon

NOTED

E. M. BOOTH

Mail original copy of form and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					.25
Miles partially completed					
Miles completed					.25
Total estimated quantities					750
Estimated quantities moved or placed to date					655
Average daily quantities					130
Average daily quantities necessary to complete project on time					
Number shifts per day					1
Hours per shift					8
Average force on project for week					8

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers .....1....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheep-foot rollers ....., . . Hot Stuff Plant . . .., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Rain		
Tuesday	Rain		
Wednesday	Fair		
Thursday			
Friday			
Saturday			

RECEIVED
JUL 25 1919
OFFICE OF
CONSTRUCTION ENGINEER

Form A-150—5M—12-46

INVOICE

OREGON STATE HIGHWAY COMMISSION

SALEM, OREGON

Invoice No. 14269

Date July 25, 1949

Your Req. No.

Billing Request No. 00-5

Credit distribution: 321-4404-299 (Coop)

City of Toledo
City Recorder

City share of total cost of 1949 $250,000 City Allotment Project as per agreement dated March 8, 1949 between the City of Toledo and the State Highway Commission.

Contract to be awarded.

Advance Deposit	$4,800.00
Agreed City Share	4,800.00
To be refunded	0.00

NOTED
J. W. CATTRALL

RECEIVED
JUL 1 9 1949
ENGINEER
COUNTY & CITY RELATIONS

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $.....

By D B Taylor

State Printing Dept. 37544

RECEIVED
JUL 6 1949
FOR FILING

321-4004

3197

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 5, 1949

SUBJECT: City of Toledo Project

To:

Mr W C Williams
Assistant State Highway Engineer

OFFICE

I have received this date certified check #1524, payable to the Oregon State Highway Commission, in the amount of $4,800, from the City of Toledo. The check has been turned over to Mr M B Glaisyer and the project is now clear for the contract award.

John W. Cattrall

John W Cattrall
Acting Engineer
County and City Relations

NOTED
W. C. WILLIAMS

OFFICIALS

H. S. HAMMERNESS
MAYOR

GLADYS BURGESS
RECORDER

TELEPHONE 142

CITY of TOLEDO

TOLEDO, OREGON

COUNCILMEN

G. W. MILLER
A. J. ALLAN
KURT KIESOW
ROBERT LITTRELL
C. K. CROSNO
ELEANOR BOBERT

July 2, 1949

Mr. John W. Cattrall
Acting Engineer
County and City Relations
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Cattrall:

Enclosed is our check in the amount of $4,800.00, as per executed agreement between the City of Toledo and the State Highway Commission, dated March 8, 1949.

Very truly yours,

Gladys Burgess

Gladys Burgess
City Recorder

GB:vl

1 Encl: check

Cert. check #1524 - 6-30-49
for $4800 rec. 7-5-49
& to acc. div.

J Queen

NOTED
J. W. CATTRALL

RECEIVED
JUL 5 - 1949
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 5 1949
ENGINEER
COUNTY & CITY RELATIONS

RECEIVED
JAN 23 1951
FOR FILING

321-1704
3197

AGENDA
AUG 1 1949

July 5, 1949

Parker-Osborne Co.
211 Builders Exchange Bldg.
Portland 4, Oregon

Re: Contract No. 3197

Gentlemen:

The State Highway Commission has today awarded you the contract for the pavement resurfacing project on South Main Street in Toledo, Lincoln County. This award was based on your low bid of $7,740.00, submitted on June 28, 1949. This letter is in confirmation of my telegram to you of this date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

SK
Enc.

cc - H. G. Smith
Goldie Lewis
D. H. Probert
L. N. White

GET CONFIRMED

SK

...ge to the account of

$

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
NIGHT LETTER		NIGHT LETTER	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1206

JOSEPH L. EGAN
PRESIDENT

CHECK

ACCOUNTING INFORMATION

TIME FILED

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
July 5, 1949
3:15 p.m.

Parker-Schram Co.
201 Builders Exchange Bldg.
Portland 4, Oregon

State Highway Commission awarded you today contract for Pavement Resurfacing Project on South Main Street, Toledo, Lincoln County, based on your low bid submitted June 28, 1949. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

RECEIVED
JUN 30 1949
FOR FILING

321-4004
3197

File

June 29, 1949

Gladys Burgess
City Recorder
Toledo, Oregon

Dear Madam:

On June 28, a satisfactory bid by the Barber-Sahrum Company was received on the South Main Street project in Toledo.

A duly executed agreement between the City of Toledo and the State Highway Commission, dated March 8, 1949, provides that the City shall contribute $4,800 ten days after demand as its share of the construction cost. Award of the contract is being held pending receipt of the above sum.

Please make payment by means of a certified check payable to the Oregon State Highway Commission and forward to John W. Cottrell, Acting Engineer, County and City Relations, Oregon State Highway Commission, Salem, Oregon.

Under separate cover we are forwarding a set of plans for the City's records.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: W. C. Williams
Assistant State Highway Engineer

JWH:MH

R E S O L U T I O N

3-15-48

WHEREAS, Section 2 of Chapter 425, Oregon Laws 1947, provides:

"Beginning with the year 1947 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, Chapter 413, Oregon Laws 1945; section 115-528, O.C.L.A., in the event it becomes law; section 29 of house bill No. 175 of the forty-fourth legislative assembly, and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act; but in no event shall payment under this act be made to cities for any year unless more than $11,000,000 is credited to such fund, and allocations hereunder shall be made to cities only from any excess over $11,000,000 credited to such fund in any year",

and

WHEREAS, Section 3 of said act provides that:

"Such appropriation shall be allocated to the cities as follows: The sum of $250,000 shall be withdrawn from such appropriation and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said $250,000 shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities",

and

WHEREAS, the City of Toledo is an incorporated city of the State of Oregon, and has a population of 2480 2288 m, as given by the latest official census, and

WHEREAS, the following streets of said city, _____

_____

_____

_____

Main Street

"A" Street

A part of Graham Street

Elder Street,

are not a part or parts of the state highway system, but are streets of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy industrial traffic", and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement, and such city is without necessary funds with which to do said work,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit:

Main Street

"A" Street

A part of Graham Street

Elder Street

are in need of repair, reconditioning and other major improvement.

2. That said streets are in their present state and condition of disrepair, by reason of a sudden increase in population in the area, or because of excessive and unusual industrial traffic, and the city is without the funds necessary to put said streets in proper condition for the traffic to which they are being subjected.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair and other improvement out of funds allocated and made available by and through

the said $250,000 appropriation of state highway revenues.

4. That the City of Toledo does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation.

Passed and approved this 15 day of March, 1948

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- - - - - - - - - -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Toledo at a regular ~~or special~~ meeting of said council, held on the 15 day of March, 1948 and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 16 day of March, 1948

Gladys Burgess.
City Recorder

TOLEDO

Scale 1"=600'

CORVALLIS-NEWPORT HWY. To Newport

CORVALLIS-NEWPORT HWY. To Corvallis

MAIN ST.

A. ST.

11TH. ST. N.

10TH. ST. N.

9TH. ST. N.

8TH. ST. N

7TH. ST. N.

6TH. ST. N.

5TH. ST. N.

4TH. ST. N.

3RD. ST. N.

2ND. ST. N.

1ST. ST. N.

FRENCH AVE.

FIELD ST.

DORRIS ST.

5TH. ST. N.

DEPOT

GRAHAM ST.

CATHERINE ST.

SLOUGH

City Limits

City Limits

1ST. ST. S.

2ND. ST. S.

3RD. ST. S.

4TH. ST. S.

5TH. ST. S.

6TH. ST. S.

7TH. ST. S.

8TH. ST. S.

ALDER ST.

BEACH ST.

CEDAR ST.

DOUGLAS ST.

ELDER ST.

FIR ST.

GAITHER ST.

S.P.Co.R.R.

SLOUGH

OLALLA

YAQUINA RIVER

7 8 18 17

17-4203 Cave Junction Recoiling & Rock Prod. Proj., Redwood & Oregon Caves Hwy. 1949

#3198

RECEIVED
DEC 21 1950
FOR FILING

R. H. Baldock

NOTED
State Highway Engineer

November 3rd, 1950

FINAL COST ANALYSIS

Contract #3198 — Cave Junction Section — Prefix 17-4203

J. C. Compton, Contractor — G. E. Roberts, Resident Engineer

Reoiling & Rock Production Project

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Preparation of Base	19.36	Mile	$100.00	$80.29	$1,554.50	$1,936.00
Furn. & Place Aggregate	7,693	Cu. Yd.	3.78	3.42	26,310.06	29,079.54
Furn. & Place 151-200 Asphalt	576.68	Ton	37.65	33.21	19,150.54	21,712.00
1¼"-3/4" Cr. Gravel in Stockpile	1,001.65	Cu. Yd.	2.43	2.17	2,173.58	2,434.01
3/4"-½" Cr. Gravel in Stockpile	8,988.6	" "	2.43	2.17	19,501.26	21,842.30
½"-¼" Cr. Gravel in Stockpile	6,792.37	" "	2.43	2.17	14,736.20	16,505.46
¼"-0" Cr. Gravel in Stockpile	1,846.09	" "	1.00	2.17	4,006.02	1,846.09
SP Screen Rejects	3,645.5	" "	0.25	0.25	911.38	911.38
SP Hauling Rejects	73.16	Yd. Mi.	0.12	0.12	8.78	8.78
SP Haul Adj., Favor of State	- 2,373.3	Yd. Mi.	0.10			- 237.33
PA #1, 1¼"-3/4" Cr. Mat'l. in SP	343.05	Cu. Yd.	2.43	2.17	744.42	833.61
PA #2, Furn. & Place Emulsified Asphalt	128.09	Ton	42.95	38.59	4,942.99	5,501.47
					$94,039.73	$102,373.31

	Gross Revenue	Total Cost	Profit	% Profit
J. C. Compton	$40,535.11	$35,265.28	$5,269.83	13.0%
J. S. Risley & Son	61,838.20	58,774.45	3,063.75	4.9%
	$102,373.31	$94,039.73	$8,333.58	8.1%

Cave Junction Section
Contract #3198

Risley Brothers

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Furnish Aggregate	7,693	Cu. Yd.	$2.30	$2.17	$16,691.57	$17,693.90
1¼"-3/4" Cr. Gravel in Stockpile	1,001.65	"	"	2.43	2.17	2,173.58	2,434.01
3/4"-½" Cr. Gravel in Stockpile	8,988.6	"	"	2.43	2.17	19,502.26	21,842.30
½"-¼" Cr. Gravel in Stockpile	6,792.37	"	"	2.43	2.17	14,736.44	16,505.46
¼"-0" Cr. Gravel in Stockpile	1,846.09	"	"	1.00	2.17	4,006.02	1,846.09
SP Screen Rejects	3,645.5	"	"	0.25	0.25	911.38	911.38
SP Hauling Rejects	73.16	Yd. Mi.		0.12	0.12	8.78	8.78
SP Haul Adj., Favor of State	- 2,373.3	"	"	0.10			- 237.33
PA #1, Adj. 1¼"-3/4" Cr. Mat'l. in SP	343.05	Cu. Yd.		2.43	2.17	744.42	833.61
						$58,774.45	$61,838.20

Gross Revenue	$61,838.20
Total Cost	58,774.45
Net Profit	$ 3,063.75

Net Profit Equals 4.9% of Gross Revenue

Cave Junction Section
Risley Brothers

Detail of Cost

Labor:		
Supervision	$2,500.00	
Labor	16,329.20	
Labor Insurance	1,129.75	
		$19,958.95
Equipment Rental & Misc. Supplies:		
Equipment Rental, Owned	$15,371.60	
" " , Hired	7,390.00	
Gas, Oil & Grease	9,044.40	
Bond	371.03	
Small Tools & Misc. Supplies	1,456.70	
P.L. & P.D. Insurance	247.35	
Field Office & Overhead	1,855.14	
Move In, Freight & Cartage	3,079.28	
		38,815.50
		$58,774.45

Cave Junction Section
Contract #3198

J. C. Compton Co.

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Preparation of Base	19.36	Mile	$100.00	$80.29	$1,554.50	$1,936.00
Place Aggregate	7,693	Cu. Yd.	1.48	1.25	9,616.25	11,385.64
Furnish & Place 151-200 Asphalt	576.68	Ton	37.65	33.21	19,151.54	21,712.00
PA #2, Furnish & Place Emulsified Asphalt	128.09	"	42.95	38.59	4,942.99	5,501.47
					$35,265.28	$40,535.11

Gross Revenue	$40,535.11
Total Cost	35,265.28
Net Profit	$ 5,269.83

Net Profit Equals 13% of Gross Revenue

Cave Junction Section
Contract #3198
J. C. Compton Co.

Detail of Cost

Labor:

Supervision	$995.00	
Labor	8,333.05	
Labor Insurance	559.68	
		$9,887.73

Materials:

151-200 Asphalt	576.68	Tons	at	$12.50	$7,208.50
Emulsified Asphalt	128.09	"	"	19.18	2,397.88
Freight on 151-200	576.68	"	"	10.60	6,112.81
" " Emulsion	128.09	"	"	9.20	1,178.43
					16,897.62

Equipment Rentals & Misc. Supplies:

Equipment Rental	$4,005.45	
Gas, Oil & Grease	2,381.51	
Bond	242.29	
P.U.C. Insurance	150.75	
Small Tools and Misc. Supplies	345.20	
Home Office & Overhead	636.23	
Move In, Freight & Cartage	718.50	
		8,479.93
		$35,265.28

Remarks:

This was a "State Project" for reoiling 19.36 miles of roadway on the Redwood and Oregon Caves highways and furnishing approximately 18,000 cu. yds. of crushed gravel in stockpiles in Josephine County. This contract was bid June 28th, 1949, awarded July 12th, 1949 and completed January 7th, 1950.

The rock crushing was subcontracted to the Risley Brothers who started moving in and setting up their crushing plant July 21st, 1949, started crushing gravel August 19th, 1949, and completed the crushing December 15th, 1949. A total of 26,665 cu. yd. of gravel was crushed in 568 hours crushing time, for an average of 47 cu. yd. per hour. Considerable time was lost due to crusher breakdown and inclement weather.

The gravel deposit was located on the East Fork of the Illinois River, 0.4 mile westerly from the Redwood Highway at M.P. 12.25.

The contractor moved in the oiling equipment September 14th, 1949, started oiling September 17th, 1949, completed the oiling October 8th, 1949. The oiling progressed rather slowly due to thunder storms and unsettled weather.

The oiling equipment consisted of retort, boiler, three transports, one distributor, two blades, one broom, two rollers and seven dump trucks.

The asphalt was shipped from the Bay District, California, in tank car and the emulsified asphalt was shipped from Portland to Grants Pass and transported to the job with three transports.

Good bid prices, equipment and supervision resulted in a fair profit to both contractor and subcontractor.

E. H. Clymer
Cost Analyst

By . . George Kayser

RECEIVED
FEB 21 1950
FOR FILING

17-4203

OREGON STATE HIGHWAY COMMISSION

Feb. 17, 1950
(Date)

1198 (Contract No.) | 6-final (Est. No.) | J. C. Compton Co. (Contractor)

Vou. No:	Warrant No:	Amt: $	Date:
1951	36867A	3,109.84	2/16/50

[redacted]

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. This warrant will be held in the Accounting Division until advised by you that release is authorized.

Specified completion date:

Completed:

ACCOUNTING DIVISION

Contract Accepted:

Time Extensions:

Penalties:

Claims:

Remarks:

Date:

Accounting Division:

Release of the above warrant is hereby authorized:

H. B. Glaisyer

Warrant Mailed: FEB 20 1950

2-20-50 gl

OREGON STATE HIGHWAY COMMISSION

Feb. 17, 1950
(Date)

3198 (Contract No.)	6-final (Est. No.)	J. C. Compton Co. (Contractor)	
Vou. No:	Warrant No:	Amt: $	Date:
1951	368674	3,109.84	2/16/50

[redacted]

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. This warrant will be held in the Accounting Division until advised by you that release is authorized.

Specified completion date: Dec. 31, 1949

Completed: Dec. 20, 1949

ACCOUNTING DIVISION

Contract Accepted: No

Time Extensions: None needed

1Q Penalties: None of record

Claims: None of record

Remarks:

Date: 2-17-50

Accounting Division:

Release of the above warrant is hereby authorized:

H. B. Glaisyer

Warrant Mailed:

RECEIVED
FEB 1 1950
FOR FILING

17-4203
3192

February 1, 1950

Glens Falls Indemnity Co.
Pacific Coast Dept.
Mills Tower
San Francisco, Calif.

Gentlemen:

Please be advised that State Highway Contract No. 3198, for work on the Cave Junction Section of the Redwood and Oregon Caves Highways in Josephine County, has been completed by the contractor, J. C. Compton Co., and that final payment in the amount of $3,109.84 will be made after acceptance by the Commission.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $102,373.31, and that no force account work was performed on the project. This contract was completed December 20, 1949 but has not as yet been accepted by the Commission.

We are sending you this notice as you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Jewett, Barton, Leavy and Kern
Lewis Building
Portland 4, Oregon

NOTED ON CARD
2-1-50 gl

RECEIVED
JAN 24 1950
FOR FILING

17-4203

3198

January 23, 1950

Glens Falls Indemnity Co.
Pacific Coast Dept.
Mills Tower
San Francisco, Calif.

Gentlemen:

You are advised of the intention of the State Highway Commission to make semi-final payment to J. C. Compton Company, on contract No. 3198, covering the Cave Junction Section of the Redwood and Oregon Caves Highways in Josephine County. This payment, in the amount of $11,856.00, will be made on or after February 2, 1950. The retained percentage is $3,070.00.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Jewett, Barton, Leavy and Kern
Lewis Building
Portland 4, Oregon

NOTED ON CARD
1-23-50, gl

Form E-1—831—7-48

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending January 7th., 1950, 19

Section Cave Junction — Kind of work Recoiling and Rock Production

Highway Redwood and Oregon Caves — Section prefix 17 - 4203

Contractor J. C. Compton Co. — Contract number 3198

Date of contract July 12th., 1949, 19 — Date of completion December 31st., 1949, 19

Date work started July 21st., 1949, 19 — Estimated date of completion Dec. 21st., 1949, 19

Amount of contract $ 101,860.50 — Per cent of time elapsed 104.07%

Estimated cost of completed project, exclusive of engineering $ 107,288.92

Per cent of contract completed, based on total contract price 100%

Engineering cost to date $ 5,904.00, 5.72% — Date project was completed Dec. 21st., 1949, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor removing equipment and cleaning up crushing site.

Party remeasured additional 1 1/4" - 3/4" pile and worked on final estimate.

NOTED
H. W. LOBY

Signed Steven E. Robert.

Address P. O. Box 306, Grants Pass, Ore.

NOTED

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

Dates of Completion Dec. 21/49 Oct. 12./49

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			-----	19.36	
Miles partially completed			-----	-----	
Miles completed			-----	19.36	
Total estimated quantities			18,950	7,693 Cu. Yds. 704 Tons Oil.	
Estimated quantities moved or placed to date			18,950	7,693 Cu. Yds. 704 Tons Oil.	
Average daily quantities Past Week			None	None	
Average daily quantities necessary to complete project on time			None	None	
Number shifts per day			1	-----	
Hours per shift			8	-----	
Average force on project for week			3	-----	

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...1....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheep-foot rollers .....,Trucks 2 ....., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Snow and Rain		
Monday	Snow		
Tuesday	Cold		
Wednesday	Snow		
Thursday	Fair		
Friday	Fair		
Saturday	Rain		

RECEIVED JAN 9 - 1950 OFFICE OF CONSTRUCTION ENGINEER

State Printing Dept. 39971

RECEIVED
AUG 3 1949
FOR FILING

17-4203

3198

August 3, 1949

J. C. Compton Co.
Box 86
McMinnville
Oregon

Gentlemen:

We enclose herewith, for your records and files, two fully executed copies of contracts which were awarded to you by the State Highway Commission, as follows:

Contract No. 3173, covering recoiling on the Fodse-Kings Valley Section of the Kings Valley Secondary Highway in Benton and Polk Counties, awarded June 27, 1949.

Contract No. 3198, for recoiling and rock production on the Cave Junction Section of the Redwood and Oregon Caves Highways in Josephine County, awarded July 12, 1949.

An executed copy of each of the above contracts is being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
Encls. 2

RECEIVED
JAN 23 1951
FOR FILING

17-4203
3198

AGENDA
AUG 1 1949

July 12, 1949

J. C. Compton Company
P. O. Box 86
Hollinsville, Oregon

Re: Contract No. 3198

Gentlemen:

Confirming my telegram to you of this date, the State Highway Commission has today awarded to you the contract for the Cave Junction Sealing and Rock Production Project on the Redwood and Oregon Caves Highways in Josephine County. This award was based on your low bid of $18,060.50 submitted on June 28, 1949.

Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

bs

cc - H. A. Smith
Gribble Lemke
A. H. Probert
L. H. White

GET CONFIRMED

The above account of _____ $_____

CLASS OF SERVICE DESIRED

DOMESTIC		CABLE	
TELEGRAM	X	ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
NIGHT LETTER		NIGHT LETTER	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1206

CHECK

ACCOUNTING INFORMATION

TIME FILED

JOSEPH L. EGAN
PRESIDENT

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
July 12, 1949
1:45 p.m.

J. C. Compton Company
P. O. Box 86
McMinnville, Oregon

State Highway Commission awarded you today contract for Cave Junction recoiling and rock production project on the Redwood and Oregon Caves Highways, Josephine County, based on your low bid submitted June 28, 1949. Contract forms follow shortly.

H. B. Claiayer, Secretary
OREGON STATE HIGHWAY COMMISSION

RECEIVED
JUL 1( )49
FOR FILING

J. C. COMPTON COMPANY

Highway Construction ● *General Contractors*

17-4203

HOME OFFICE TELEPHONE 106
McMINNVILLE, OREGON

July 11, 1949

NOTED
H. B. GLAISYER

NOTED
W. C. WILLIAMS

Oregon State Highway Commission
Salem, Oregon

Attn: Mr. H. B. Glaisyer

Gentlemen:

Mr. H. G. Smith informed us by telephone Monday at 9:30 A.M., that the award of the Cave Junction Reoiling and Surfacing project would be made immediately upon receipt of a letter stating that materials from pit #4 would not be used.

It is our understanding the award was being held up until right of way was secured to certain gravel pits shown on blue prints.

It is not our intention to use materials from gravel pit #4 .07 miles south M.P. 6.18 on the Oregon Caves Highway and would therefore appreciate an immediate award of Contract.

Contract awarded 7-12-49 2 PM

Yours respectfully,

J. C. Compton Company

By J. C. Compton

cc:King Lytle
H. G. Smith

RECEIVED
JUL 12 1949
OREGON
STATE HIGHWAY COMMISSION

Contract awarded July 12, 1949 HBGlaisyer

36-1014 Newberg(First Street-Willamette Street) Section of the Hillsboro-Silverton Sec. Hwy. 1949

#3199

RECEIVED
DEC 16 1950
FOR FILING

36-1014

OREGON STATE HIGHWAY COMMISSION

Feb. 10, 1950
(Date)

1158 A & 5 Final — Porter W. Yett
(Contract No.) (Est. No.) (Contractor)

Vou. No:	Warrant No:	Amt: $	Date:
1726	368439	1,301.72	2/10/50

Date:

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. This warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Completed:
Contract Accepted:

Time Extensions:

Penalties:

Claims:

Remarks:

Date:

Accounting Division:

Release of the above warrant is hereby authorized:

H. B. Glaisyer

Warrant Mailed: FEB 15 1950

POSTED ON CARD
2-15-50, gC

OREGON STATE HIGHWAY COMMISSION

Feb. 10, 1950
(Date)

3199 — 4 & 5 Final — Porter W. Yett
(Contract No.) (Est. No.) (Contractor)

Vou. No:	Warrant No:	Amt: $	Date:
1726	368439	1,301.71	2/10/50

Date: 2-14-50

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. This warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Completed: Sep. 26, 1949
Contract Accepted: Nov. 8, 1949

Time Extensions: None needed

Penalties: None of record

Claims: None of record

Remarks:

Date: 2-14-50

Accounting Division:

Release of the above warrant is hereby authorized:

H. B. Glaisyer

Warrant Mailed:

RECEIVED
JAN 18 1950
FOR FILING

36-1014

3199

January 17, 1950

Continental Casualty Company
310 South Michigan Avenue
Chicago 4, Illinois

Gentlemen:

Please be advised that state highway contract No. 3199 for work on the Newberg (First Street-Willamette Street) Section of the Hillsboro-Silverton Secondary Highway in Yamhill County, has been completed by the contractor, Porter W. Yett, and that final payment in the amount of $1,301.71 will be made on or after January 27, 1950.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total amount of the contract is $38,301.92 and that no force account work was performed on the project. This contract was completed on September 26, 1949, and accepted by the Commission on November 8, 1949.

This notice is sent to you because you appear as surety on the bond furnished by the above contractor.

Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

ml

cc - Tate, Westenfelder & Berg, Inc.
Wilcox Building
Portland 4, Oregon

NOTED ON CARD
1-17-50 98

RECEIVED
OCT 17 '49
FOR FILING
36-1014
3199

October 14, 1949

Continental Casualty Company
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

You are advised of the intention of the State Highway Commission to release to Porter W. Tott a portion of the funds that heretofore have been retained by the Commission, in connection with contract No. 1199 covering the Newberg (First St.-Willamette St.) Section of the Hillsboro-Silverton Secondary Highway in Yamhill County. This payment, which is in the amount of $22,142.47, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $1,144.34. The present payment to the contractor will be made on or after October 24, 1949.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is sent to you because you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Pate, Westenfelder & Berg, Inc.
Wilcox Bldg.
Portland 4, Oregon

NOTED ON CARD
10-11-49 gl

Form E-1—6M—11-48

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 1, 1949

Section Newberg(First St.-Willamette St.) Kind of work Grading & Paving

Highway Hillsboro - Silverton Secondary Section prefix 136-1014

Contractor Porter W. Yett Contract number 5199

Date of contract July 21, 1949 Date of completion Oct. 31, 1949

Date work started August 1, 1949 Estimated date of completion Sept. 26, 1949

Amount of contract . . . . . $45,547.00 Per cent of time elapsed 68 %

Estimated cost of completed project, exclusive of engineering $45,547.00

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date $ 8,700, 102 % Date project was completed Sept. 26, 1949

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The cleanup and patching was completed on Monday the 26th and the job was accepted as satisfactorily completed as of that date.

NOTED
H. W. LIBBY

NOTED
H. G. SMITH

Signed Lowell A. Johnston by [signature]

Address Portland, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.48				0.48
Miles partially completed					
Miles completed	0.48				0.48
Total estimated quantities	1,800				1,975 Tons
Estimated quantities moved or placed to date	1,800				1,975 Tons
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					1
Hours per shift					8
Average force on project for week					5

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons	1						
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers 1, Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheep-foot rollers .....; . . . ., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

RECEIVED
OCT 1 - 1940
OFFICE OF
CONSTRUCTION ENGINEER

State Printing Dept. 26780

RECEIVED
AUG 4 1949
FOR FILING
36-1014
3199

August 4, 1949

Mr. Porter W. Yett
6500 N.E. Ainsworth St.
Portland 13, Oregon

Dear Sir:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3199 which was awarded to you on July 21, 1949 by the State Highway Commission, covering grading and paving on the Newberg (First St.-Willamette St.) Section of the Hillsboro-Silverton Secondary Highway in Yamhill County.

An executed copy of the above contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

RECEIVED
JAN 23 1951
FOR FILING

AGENDA
AUG 1 1950

36-1014
3199

July 31, 1950

Porter W. Zobb
6500 N. E. Ainsworth
Portland 13, Oregon

Re: Contract No. 3199

Dear Sir:

Confirming my telegram to you of this date, the State Highway Commission has today awarded to you the contract for the First Street - Willamette Street Section of the Hillsboro-Silverton Secondary Highway in the City of Hunberg, Yamhill County. This award was based on your low bid of $40,347 submitted on June 27, 1950, and subsequent understanding.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

bs

cc - H. G. Smith
Goldie Lewis
S. H. Prubert
L. R. White (S.I.A.C.)

See confirmed

SAC

LETTER

SERIAL | DEFERRED

NIGHT LETTER | NIGHT LETTER

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

UNION

JOSEPH L. EGAN
PRESIDENT

TIME FILED

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

Porter W. Yett
6500 N. E. Ainsworth
Portland 13, Oregon

Salem, Oregon
July 21, 1949
2:50 p.m.

State Highway Commission awarded you today contract for First Street - Willamette Street Section of the Hillsboro-Silverton Secondary Highway in the City of Newberg, based on your low bid submitted June 27, 1949, and subsequent understanding. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

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4-f

July 13, 1940

Oregon State Highway Commission

Gentlemen:

At the June 27-28 meeting of the Highway Commission, a contract was awarded to Porter R. Tutt for the construction of the First Street-Willamette Street Section of the Willamina-Silverton Secondary Highway within the City of Newberg. This award was made after considerable discussion relative to the fact that Mr. Tutt had not made any entry for the item of "Clearing and Grubbing" in the proposal form, although the total of his bid items indicated an amount of $4,000 not accounted for in other items.

Mr. Tutt has since advised us in writing, and a copy of his letter is attached, that he does not feel obligated to accept the contract until some adjustment is made relative to the "Clearing and Grubbing" item. The Engineer's estimate for the "Clearing and Grubbing" item was $3,000. Porter Tutt claims he bid $4,000 for this item, and this is more or less substantiated by the total amount of his bid, which was $44,347. This amount, of course, was reduced, when the contract was awarded, to $40,347, by reason of no entry. The only other bidder on the project was J. E. Compton, whose bid totaled $46,293, which included his bid of $3,000 for the "Clearing and Grubbing" item.

It is our considered opinion that Mr. Tutt made an honest mistake and that he clearly intended to enter the item of $4,000. However, owing to the fact that J. E. Compton bid $3,000 for the "Clearing and Grubbing" item, it is believed that Porter Tutt should not be allowed a greater amount than $3,000 if an adjustment is made. After discussing this matter with Mr. Benfield, Mr. Porter Tutt was contacted and he agreed to accept the contract on the basis of $3,000 for "Clearing and Grubbing," which would make the total amount of his contract $43,347, or approximately $3,000 under Mr. Compton's bid. The Engineer's estimate was $45,000.

The Chief Counsel has advised that it is within the Commission's jurisdiction to adjust a contract wherein an honest mistake has been made, and it is, therefore, recommended that the contract be awarded immediately to Porter Tutt, so that he may get to work at once and complete the job before winter. It is highly desirable that the work be completed this fall, so that the streets of Newberg will be torn up during the winter months.

After you have had a day or two to study this matter, I will call you by telephone as to your decision in the matter. I recommend that the contract be awarded to Parker York for the amount of $43,347.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams
Mr. J. M. Devers
Mr. H. G. Smith
Mr. S. H. Probert

SHIPMENTS BY BARGE, TRUCK OR RAIL

PORTER W. YETT
Contractor

READY-MIXED CONCRETE • CEMENT • CRUSHED STONE • SAND, GRAVEL AND SCREENINGS • ASPHALT AND CONCRETE PAVING

6500 N. E. AINSWORTH ST. PHONE GArfield 4356 PORTLAND 13, OREGON

June 27, 1949

Oregon State Highway Commission
Salem, Oregon

Re: Newberg (First St.-Willamette St.)
Project, Yamhill County.

Gentlemen:

In response to your call for Bids to be received June 27, 1949, for the Newberg (First Street-Willamette Street) Construction Project, we, the undersigned, submitted a proposal for the construction of this Project.

The Bid submitted totaled $44,347.00. In submission of this Bid, we failed to insert the Unit Price for Item No. 1 - Clearing and Grubbing, the sum of which, being $4,000.00 on our makeup sheet.

In the Bid as presented, it must be obvious to you that we failed to insert the Item of $4,000.00 for the Clearing and Grubbing. We admit this to be an error in copying from our estimate sheet to our Bid Proposal. In view of the exceptional nature of the Clearing and Grubbing, you can readily see the cost is not distributed or added to any of the remaining Items. We feel that we should be allowed this Item or some adjustment of same, and unless such adjustment can be made, we do not feel obligated to accept the Contract.

Very truly yours,

PORTER W. YETT

By Porter W. Yett

PWY/b

RECEIVED
JUL 8 1949
FOR FILING

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3199

Salem, Oregon
July 7, 1949

Mr. S. H. Prebert
Office

Attached is an unexecuted copy of an agreement with the City of Newberg covering change and improvement of Hillsboro-Silverton Secondary Highway from 1st and College Streets to 4th and Willamette Streets.

The original of this agreement has been retained in Mr. Glaisyer's office for the Commission's files and a fully executed copy has been mailed to the City of Newberg.

L. H. Warfield
Staff Engineer

LHW/gd
cc: H. C. Smith
A. G. Skelton
John Cattrall

FORM E-30 10M 10-48 20007

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 6, 1949

SUBJECT:

To: Mr. R.H. Baldock

Attached for further handling by you are four unexecuted copies of an agreement with the City of Newberg covering change and improvement of Hillsboro-Silverton Secondary Highway from 1st and College Streets to 4th and Willamette Streets.

The original of this agreement has been retained in this office for the Commission's files and a fully executed copy has been mailed to the City of Newberg.

Secretary

rn
attach: 4

1 Probert
1 H.G. Smith
1 Skelton
1 Cottrell

RECEIVED
JUL 6 1949
FOR FILING

July 6, 1949

Thomas Beaty, City Recorder
City Hall
Newberg, Oregon

Dear Sir:

We are enclosing herewith, for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Newberg covering change and improvement of Hillsboro-Silverton Secondary Highway from 1st and College Streets to 4th and Willamette Streets.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rm
encl. 1

RECEIVED
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FOR FILING.

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 1, 1949

SUBJECT:

To: Mr. W. C. Williams
O F F I C E

NOTED
W. C. WILLIAMS

We have this date received a cashier's check for $6,400 from the City of Newberg as its agreed advance deposit towards the total cost of the First Street and Willamette Street Section of the Hillsboro-Silverton State Secondary Highway.

Award of this contract was referred to the engineer pending collection of this amount.

John W. Cattrall
Acting Engineer,
County and City Relations

John F. Hagemann

By: John F. Hagemann
Office Engineer

JFH:MM
Encl.

RECEIVED
JUN 30 1949
FOR FILING

File

June 29, 1949

Mr. Thomas Doty
City Recorder
Newberg, Oregon

Dear Sirt

On June 27, a satisfactory bid was received on the First Street and Willamette Street Section of the Hillsboro-Silverton Secondary Highway in Newberg.

A duly executed agreement between the City of Newberg and the State Highway Commission provides that the City shall make available to the State the sum of $2,500 as the City's portion of the construction cost of the entire project. Also, the sum of $3,900 is to be deposited with the State to cover the cost of the construction of curbs and sidewalks. This $3,900 represents the estimated cost of curbs and sidewalks and will be adjusted at a later date as determined by the actual cost. Award of the contract is being held pending receipt of $6,400.

Please make payment by means of a certified check payable to the Oregon State Highway Commission and forward same to John W. Cottrell, Acting Engineer, County and City Relations, c/o Oregon State Highway Commission, Salem, Oregon.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: W. C. Williams
Assistant State Highway Engineer

JWC:DM

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JUN 24 1949
FOR FILING

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417 W
4841
495

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 8, 1949

SUBJECT:

To: Mr. W. C. Williams
OFFICE

NOTED
W. C. WILLIAMS

L

I am returning to you the file on the project on College and 4th Street in the City of Newberg, also six copies of a revised agreement signed by the Mayor and Recorder of Newberg.

The grade resolution as well as the encroachment resolution adopted by the former City Council are still good and in effect. As set forth in paragraph 3 of "Things to be done by the City", the City has adopted a resolution authorizing the Highway Department to remove such trees as necessary to provide a 40' paved width of street. A certified copy of this resolution is in the files of this office.

I have checked with Mr. Glaisyer's office and have found the resolutions necessary for the revision of the Hillsboro-Silverton Highway through Newberg are still on file and are available for presentation to the Commission at the next meeting.

John W. Cattrall

John W. Cattrall
Acting Engineer,
County and City Relations

JWC:MM
Encl.

May 27, 1949

Dr. I. R. Root
Wilcox Building
Newberg, Oregon

Dear Sir:

I shall discuss with the State Highway Commission at the next meeting your letter of May 15, with regard to the Fourth Street project in Newberg.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hl
cc: Mr. H. B. Glaisyer

PHONE 243W

Dr. J. R. Root
DENTIST
NEWBERG, OREGON

May 15, 1949

R. H. Baldock
State Highway Engineer
Salem, Ore.

RECEIVED
MAY 16 1949
OREGON
STATE HIGHWAY COMMISSION

Dear Sir:

As a former City Councilman and resident of Newberg I am still interested in the States 4th. St. project which has been under advisement for sometime.

The city is now in a paving program and it would seem that now would be an appropriate time to do this particular ~~project~~ portion. The people along the street are for it.

Hoping it can be done soon to be in with city program I am

Sincerely
J. R. Root

BLDG. PHONE 243W

Dr. J. R. Root
DENTIST
NEWBERG, OREGON

Feb 20, 1949

R. H. Baldock
State Highway Engineer
Salem, Ore

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

NOTED
W. C. WILLIAMS

Dear Sir:

Last summer I wrote you a letter in reference to the improvement of College Street and 4th Street as proposed by the Highway Commission.

I received your reply of July 9, 1948 in which you stated plans were complete for the project but owing to opposition to the route by a few people the matter was deferred.

Our new Mayor Dr Hester, who was elected last November and the new Council of the city of Newberg are 100% for the above project. I myself now have a petition signed by property owners on 4th St from River St to College St

PHONE 243W

Dr. J. R. Root
DENTIST
NEWBERG, OREGON

stating they are in favor of the original 4th St plan (River to College and North to 1st Sts.)

Also the 1st Christian Church board members at their January meeting approved the project. The Christian Church is located at the corner of 2nd and College Sts. on the proposed route.

You will find very few people against the route originally chosen by the Commission and almost all in favor of it.

I am giving Dr Hess the petitions and I hope a favorable decision will be made. We think it is the best route for 219 and trust you will act favorably upon it. Kindly let me know how matter now stands. Sincerely Yours

J. R. Root

R. H. Baldock
Engineer State Highway Commission
Salem, Oregon

Dear Sir:

We the undersigned property owners residing on 4th St., Between River and College Sts., Newberg, Oregon favor the proposed change of State Highway 219 as originally planned by the State Highway Commission.

Name	Street	City
Ira R. Root	316 S. Center St	Newberg, Ore
Freda V. Root	316 S Center St	Newberg, Oregon
Ray D Barker	403 So River	Newberg Ore
Blanche L. Barker	403 S. River	Newberg Ore
Elizabeth Walther	1000 E 4th	Newberg, Ore
Mrs Dana Craven	314 S Center	Newberg
A J Wilkie	311 S. Edwards	Newberg.
Mrs I. C. Wilkie	311 S. Edwards	Newberg
R. L Parker	802 E 4th Street	Newberg Oregon
Gwendolen S. Parker	802 E 4th St.	Newberg Oregon.
Mildred L. Keene	402	S. College St.
Mrs Hanaina C. Kiehl	316 S. Edwards St	Newberg
Roy W Phipps	716 E 4th St	Newberg. Oregon
Ella V. Phipps	716 - E. 4th St	Newberg Ore
Alice E. Haworth	900 4th St	Newberg Ore
A. F. Groth	814 E. 4th st	Newberg
Grace L. Groth	814 E 4th	Newberg.
E Gaston	317 S River	Newberg Ore
Florence Gaston	317 S River	Newberg Ore.
R. E. Lemmon	402. South College St	Newberg Ore
Robert D Gray	712 E 4th St	Newberg Ore

W. C. WILLIAMS

...GHAM, MINISTER

"WE PREACH CHRIST CRUCIFIED"
1 COR. 1:23

FIRST CHRISTIAN CHURCH

SECOND AND COLLEGE

NEWBERG, OREGON

Feb. 4, 1949

R. H. Baldock, [redacted]
State Highway Commission
Salem, Oregon.

Dear Mr. Baldock:

The Official Board of the First Christian Church, Newberg, Oregon met on the evening of January 3, 1949, and went on record as favoring the proposed change of Highway 219, as first contemplated by the Highway Commission. The proposed Highway to run west on Fourth Street from River Street to College Street and thence north on College Street to First Street.

Yours truly,

Ethel Ross,

Clerk.

...C. WILLIA...

RECEIVED
JUL 9 1948
FOR FILING

36-1014

3199

#417W
#4852

July 9, 1948

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Dr. J. H. Root
Wilcox Building
Newberg, Oregon

Dear Sir:

Receipt is acknowledged of your letter of July 9 having reference to deferring the calling for bids for improvement of College Street and 4th Street in Newberg.

Plans for this project have been completed for some time but, owing to the very considerable opposition to the route by some residents of Newberg, the Highway Commission elected to defer the calling of bids pending a further conference with the Mayor and City Council of Newberg.

The Commission reserved a place on the agenda of its May 24 and 25 meeting for this conference but it appeared that Mayor Colcord and the Council were not able to attend. As it now stands, bids will not be called for until such a conference has been held between the Highway Commission and the city officials of Newberg. Moreover, the Highway Commission stated that it wished to view the project in the field before taking final action.

For your information the next meeting of the State Highway Commission will be held in the Green Room of the Imperial Hotel in Portland on August 9 and 10.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc: Mr. T. H. Banfield
Mr. W. C. Williams

PHONE 243W

Dr. J. R. Root

DENTIST

NEWBERG, OREGON

July 5, 1948

NOTED
W. C. WILLIAMS

REFERRED TO
Williams
By Chief Engineer
Prepare answer

Mr R. H. Baldock
State High Engineer
Salem, Ore
Dear Sir:

For some time now we have heard nothing concerning the new 4th St. highway project connecting River with College St. etc.

As one of the city council and also a resident of 4th St. I would like to know what is holding up the final O.K. and the letting of the contract.

The council is 100% for the route chosen. The people on 4th St. are for it also.

I know it is late this year to start but can't we have some assurance on this route. I have seen plans and blueprints and they look good. Sincerely, J. R. Root

RECEIVED
JUN 23 1948
FOR FILING

36-1614
2177

AGENDA
MAY 24 1948
D

May 19, 1948

417 W
4852

Hon. Frank C. Colcord
Mayor, City of Newberg
Newberg, Oregon

Dear Mr. Colcord:

I am informed by Mr. R. H. Baldock, State Highway Engineer, that you desire to discuss with the State Highway Commission at its meeting next week matters pertaining to the rerouting of the Hillsboro-Silverton Secondary Highway through Newberg.

The Highway Commission will be pleased to grant you a hearing on this subject. Its meeting next week is to be held on Monday and Tuesday, May 24 and 25, in the Green Room of the Imperial Hotel, Portland. Delegations will be heard on the second day, Tuesday, the 25th.

I have reserved 15 minutes of time starting at 10:45 a.m. at this meeting on Tuesday for your convenience and trust that is satisfactory.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HFG:ec

10:45 AM
5/25

D

MAY 24 1948
FOR FILING

#417 2h
#4852

May 18, 1948

Mr. T. H. Banfield, Chairman
Oregon State Highway Commission
P. O. Box 470
Portland 7, Oregon

Dear Mr. Banfield:

Pursuant to your instructions I have made an investigation of the cost of an alternate route for the Hillsboro-Silverton Secondary Highway through Newberg. The College Street route was selected by the City Council of Newberg. Certain interests in Newberg have requested routing the highway along Meridian Street. The attached map indicates the two routes.

Our investigation indicates that the construction cost for the College Street route, as indicated in red coloring, is $72,300. The estimated right of way cost is $23,500, but this is rather misleading as it includes the cost of removing the Union Oil Company's plant from its present location at the north end of College Street. This cost is estimated at $12,000. It was our idea, which had been informally discussed with Union Oil representatives, that this section would not be built until such time as the Union Oil Company built a new plant, which they intend to do in the not-too-distant future. It was our belief that at that time the State would buy additional ground necessary for the plant construction and that the Oil Company would turn back the right of way through its present holdings. We estimated the total cost involved for this procedure at $5,000, or $7,000 less than if the buildings were moved now. If the Union Oil Company buildings were moved now, the total construction and right of way costs would be $95,800. If the highway were not constructed until the Union Oil Company built on a new location, the total cost would be $7,000 less, or $88,800.

The estimated construction cost on the Meridian Street route, indicated in blue on the attached map, is $80,000. The necessary right of way is estimated to cost $8,600, making a total of $88,600.

The same type of construction has been estimated for both routes and either route would be satisfactory in so far as the highway routing is concerned. From an engineering standpoint, the two routes

may be considered as equal and the selection of one to construct should be largely a matter of the wishes of the City of Newberg. However, if it were necessary to construct through the Union Oil property now, the cost of the College Street route, which is the existing route of the highway and the one that has been selected by the Council of Newberg, would cost $7,000 more than the Meridian Street route. The Council has taken decided action in favor of the College Street route and plans have been worked up on the south end of the project from First Street (99 W) to Fourth Street and thence to Columbia Street, the estimate for which is $40,000. The curbs from Vermillion Street to Hancock Street along College Street are but 24 feet apart, in comparison to a width of 36 feet on Meridian. As stage construction the pavement on Meridian could be resurfaced without widening or cutting trees for the present, whereas on College Street immediate widening and the removal of shade trees would be necessary.

It is my personal opinion that perhaps the Meridian route is slightly preferable, but as the Council is definitely in favor of the College Street route and it is necessary to work with this official body there is not enough difference to object to this choice. The Mayor will appear before you at the next meeting.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.
cc A. W. Schaupp
Ben E. Chandler
W. C. Williams
H. G. Smith
H. B. Glaisyer

WCW/ds

36-1014

3199

FORM S-20 REM 7-47

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
May 14, 1948

SUBJECT:

To: Mr. W. C. Williams
Assistant Highway Engineer
Salem, Oregon

Dear Sir:

In accordance with the recent instructions from both yourself and Mr. Baldock, Mr. Broadwell has prepared the enclosed plan and profile of the College Street and Meridian Street routes for the Hillsboro-Silverton Secondary Highway, north of 1st Street or Pacific Highway West. I am also enclosing letter of transmittal from Mr. Broadwell, and Mr. Broadwell's estimate for the two routes. These estimates are for the entire project, from the intersection of Willamette Street and Wynoosci Street, which is the south end of the project, to their intersections with the Hillsboro-Silverton Highway north of the city limits of Newberg. The estimate for right of way was secured from Mr. W. H. Witt of the Right of way Department, and I believe that he is making a separate report to your office on the estimated right of way cost.

You will note that the total estimate for the College Street route amounts to $95,825.00, while the estimate for the Meridian Street route totals $88,625.00. This is based on a 40 foot roadbed with curbs inside city (south of the railroad tracks) and north of the railroad tracks a 20 foot roadbed with 0-9 oil mat surface, and 6 foot rock shoulders on a 38 foot sub-grade.

The additional cost of the College Street route is due to the high right of way cost. Some $12,000.00 of this cost comes from damage to the Union Oil Company property at the north end of College Street. Mr. Witt contacted the Union Oil Company on this, and it is my understanding that their damages would include the cost of moving that portion of their existing plant that would come within our right of way lines, and I presume the acquisition of the additional land east of their plant to move the plant on to. We also hit several houses north of the tracks. While these houses could be moved back, there would be considerable expense to this, and some damage due to the track being rather small, and the loss of land becoming a serious item.

Yours very truly,

A. G. SKELTON
Division Engineer

NOTED
W. C. WILLIAMS

AGS:w
Encl.
cc: H. G. Smith
H. C. Broadwell

FORM E-20 25M 7-48

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland 8, Oregon,
May 14, 1948

SUBJECT: Newberg Estimates.

To:

Mr. A. G. Skelton,
Division Engineer,
Office.

Dear Sir:

I am leaving with you this date the estimate on the College Street and Meridian Street Routes through the City of Newberg. The estimated cost on College Street including Right of Way is $95,825; on Meridian Street including Right of Way, $88,625.

This estimate is based on a 40 foot roadbed with curbs inside city (south of railroad tracks). North of railroad tracks, 20 foot roadbed 0-9 oil mat surface with 6 foot rock shoulders on 38 foot subgrade, 3:1 slopes.

Yours truly,

H. C. Broadwell,
Locating Engineer.

RECEIVED
MAY 14 1948
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 1

ENGINEER'S ESTIMATE
NEWBERG
COLLEGE STREET ROUTE

	Item	Unit	Quantity	Allowance	Total Quantity	Unit Cost	Total Cost
1.	Clearing and Grubbing	All	All	—	All	All	$ 3,000.00
2.	Removal of Concrete Curb	Lin. Ft.	5274	526	5800	$0.50	2,900.00
3.	Removal of Walk & Driveways	sq.yd.	500	50	550	1.00	550.00
4.	Structural Excavation, Unclass.	cu.yd.	100	10	110	2.50	275.00
5.	General Excavation, Unclass.	cu.yd.	6300	700	7000	1.00	7,000.00
6.	8" Sewer Pipe	lin.ft.	136	14	150	1.50	225.00
7.	12" Sewer Pipe	lin.ft.	235	25	260	1.75	455.00
8.	12" Culvert Pipe	lin.ft.	96	9	105	1.75	183.75
9.	18" Culvert Pipe	lin.ft.	132	13	145	3.50	507.50
10.	Adjusting Monuments	each	8	2	10	20.00	200.00
11.	Adjusting Manholes	each	5	1	6	50.00	300.00
12.	Concrete Catch Basins	each	21	2	23	30.00	690.00
13.	Concrete Driveways	sq.yd.	305	30	335	3.75	1,256.25
14.	Concrete in Curbs	cu.yds.	265	25	290	40.00	11,600.00
15.	Finishing Roadbed and Slope	All	All	—	—	All	800.00
16.	3" - 0" Rock or Gravel Base	cu.yd.	4081	419	4500	2.00	9,000.00
17.	3/4" - 0" Level Course & Shoulders	cu.yd.	811	89	900	2.00	1,800.00
18.	Sprinkling	M-Gal.	130	10	140	2.50	350.00
19.	Class "B" Asphaltic Concrete	Ton	2806	294	3100	7.50	23,250.00
20.	Preparation Base	Mile	0.25	—	0.25	400.00	100.00
21.	Mineral Aggregate in Place	cu.yds.	95	10	105	4.00	420.00
22.	3/4" - 0" Rock in Binder	cu.yds.	50	5	55	4.00	220.00
23.	151-200 Bituminous Cement	Ton	5	1	6	40.00	240.00
24.	R-C-3 in Seal & Binder	Ton	9	1	10	40.00	400.00

Total - - - - - - - - - - - - - - - - - - $ 65,722.50

Plus 10% Engineering & Contingencies - 6,577.50

$ 72,300.00

May 14, 1948

Estimate for 60 foot right of way (by W. H. Witt) - - - 23,525.00

Total - - - - - - - - - - - - - - - - - - $ 95,825.00

NOTE:

Estimate figured on a 40 foot roadbed with curbs inside city (south of railroad tracks). North of railroad tracks, 20 foot roadbed O-9 oil mat surface with 6 foot rock shoulders on 38 foot subgrade 3:1 slopes.

H. C. Broadwell,
Locating Engineer

ENGINEER'S ESTIMATE
NEWBERG
MERIDIAN STREET ROUTE

	Item	Unit	Quantity	Allowance	Total Quantity	Unit Cost	Total Cost
1.	Clearing and Grubbing	All	All	—	All	All	$ 5,000.00
2.	Removal Concrete Curb	lin.ft.	6633	667	7300	0.50	3,650.00
3.	Removal Concrete Walk & Driveways	sq.yd.	632	68	700	1.00	700.00
4.	Structural Excavation, Unclass.	cu.yd.	119	11	130	2.50	325.00
5.	General Excavation, Unclass.	cu.yd.	5331	569	5900	1.00	5,900.00
6.	8" Sewer Pipe	lin.ft.	155	15	170	1.50	255.00
7.	12" Sewer Pipe	lin.ft.	235	25	260	1.75	455.00
8.	12" Culvert Pipe	lin.ft.	288	22	310	1.75	542.50
9.	18" Culvert Pipe	lin.ft.	126	14	140	3.50	490.00
10.	24" Culvert Pipe	lin.ft.	48	2	50	5.50	275.00
11.	Adjusting Monuments	each	8	2	10	20.00	200.00
12.	Adjusting Manholes	each	10	2	12	50.00	600.00
13.	Concrete Catch Basins	each	39	4	43	30.00	1,290.00
14.	Concrete Driveways & Walk	sq.yd.	303	27	330	3.75	1,237.50
15.	Concrete in Curbs	cu.yd.	276	24	300	40.00	12,000.00
16.	Finishing Roadbed & Slopes	All	All	—	All	All	800.00
17.	3" - 0" Rock or Gravel Base	cu.yd.	5164	536	5700	2.00	11,400.00
18.	3/4" - 0" Rock or Gravel in Base & Shoulders	cu.yd.	1143	157	1300	2.00	2,600.00
19.	Sprinkling	M-Gal.	300	30	330	2.50	825.00
20.	Class "B" Asphaltic Concrete	Ton	2579	251	2830	7.50	21,225.00
21.	Preparation - Base	Mile	0.50	—	0.50	400.00	200.00
22.	Mineral Aggregate in place	cu.yd.	190	10	200	4.00	800.00
23.	3/4" - 0" Rock in Binder	cu.yd.	100	10	110	4.00	440.00
24.	151-200 Bituminous Cement	Ton	10	1	11	40.00	440.00
25.	R-C-3 in Seal	Ton	18	1	19	40.00	760.00

Total - - - - - - - - - - - - - - - - - $ 72,410.00

Plus 10% Engineering & Contingencies - 7,580.00

May 14, 1948 $ 80,000.00

Estimate for 60 foot right of way (W. H. Witt) - - - - 8,625.00

Total - - - - - - - - - - - - - - - - - $ 88,625.00

NOTE:
Estimate figured on a 40 foot roadbed with curbs inside city (south of railroad tracks). North of railroad tracks, 20 foot roadbed 0-9 oil mat surface with 6 foot rock shoulders on 38 foot subgrade 3:1 slopes.

H. C. Broadwell,
Locating Engineer

RECEIVED
FOR FILING

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
A. W. SCHAUPP, MEMBER
KLAMATH FALLS
BEN. R. CHANDLER, MEMBER
COOS BAY

OREGON
STATE HIGHWAY COMMISSION

SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

May 24, 1948

NOTED
W. C. WILLIAMS

Mr. J. M. Devers
Chief Counsel
City

Appraisal covering Roseburg-Hillsboro Highway following College Street Extension to present highway.

Dear Sir:

An appraisal was made on May 13th covering the proposed entrance of the above highway into the City of Roseburg.

The College Street Section of the proposed roadway commences at the Union Oil Company's Plant and Distribution Center and extends across country for a distance of approximately one (1) mile and I have estimated the costs beginning with the Union Oil Company Plant and then taken each owner until the junction of the present highway is merged.

Union Oil Company:	
Cost of land	$1500.00
Cost of building new garage with concrete floor and driveways	3500.00
Moving of main building, construction of loading platform and making fill to provide access to railroad spur	6000.00
Tumbill County Property:	
Building and land	1200.00
Fox Property:	
Land	300.00
Moving of one story frame house and garage	850.00
Bradley Property:	
Land	600.00
Moving of one story frame house	1200.00
Moving garage and shed	75.00
Bates Property:	
Land	1500.00
(New) House to be moved and construct concrete foundation and reconstruct breeze-way and move garage	2500.00
General damages	500.00

W. C. Franks Drugs/Ag:

Land	$ 750.00
Moving one story frame house	1500.00
General damages	500.00
Unknown owner:	
Approximately 3,000 square feet at junction with present highway	250.00
TOTAL COST of College Street Extension	$3,525.00

Very truly yours,

WILLIAM E. WITT
Right of Way Agent

WEW/hdr
cc: J. W. DeCamp
W. C. Williams
H. C. Brumbelow

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
A. W. SCHAUPP, MEMBER
KLAMATH FALLS
BEN. R. CHANDLER, MEMBER
COOS BAY

OREGON
STATE HIGHWAY COMMISSION

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

May 5th, 1948

Mr. J. M. Devers
Chief Counsel
O f f i c e

Alternate Route of Roseburg-Millsboro Highway following Meridian Street into the City of Roseburg.

Dear Sir:

This appraisal commences at the point where the Southern Pacific Railroad crosses Meridian Street in the City of Roseburg and extends to the junction of the present highway approximately one and a quarter miles from said point of beginning.

Sparkling Property from point of S.P.R.R. right of way to county road adjoining Davis Property	$2700.00
Kimmick Property	300.00
Bert Davis Property: Five acres and two story frame house .	8000.00
Wilkins Property: Approximately 300 x 60 in size . .	1250.00
Owner unknown: One-half acre filbert trees adjoining land at the junction with present highway .	375.00
	$12,625.00
CREDIT for land to be used by Maintenance Division or sold to private parties	4,000.00
NET COST of MERIDIAN STREET line .	$8,625.00

Yours very truly,

WILLIAM H. WITT
Right of Way Agent

WHW/hlr
cc: J. W. DeForest
W. C. Williams
E. C. Brandvoll

RECEIVED
FOR FILING

3-1079
3199

File

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 26, 1948

SUBJECT:

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

To: Mr. W. C. Williams
Assistant State Highway Engineer
Salem, Oregon

Newberg

Dear Sir:

Subsequent to our recent conversation regarding the proposed project in the City of Newberg, I have checked our files and find that we have the agreement, grade resolution, and encroachment resolution all signed by the city. These are still in good order, and will remain so unless the plans are changed. These documents were drawn up, based on the plan and profile by H. C. Broadwell dated May, 1947. If any changes are made in the profile, it will necessitate a new grade resolution. The cooperative agreement, five copies of which are attached, has been signed by Mr. Devers; Mr. Colcord, the Mayor; and Mr. Mueller, the Recorder. However, it does need Mr. Baldock's signature, and then will be ready to present to the Commission.

I called upon Mr. Colcord, the Mayor of Newberg, on the 20th of this month, and he informs me that the City Council is ready to go ahead with the project as originally planned. He stated that the city, when notified that the Highway Commission has received a successful bid, will immediately deposit with the Commission a check for the $5,000.00 as stipulated in the agreement.

Another item pertaining to this project is the changing of the route of the secondary highway in Newberg. In connection with this, this office has forwarded to Mr. Glaisyer copies of resolutions signed by the Yamhill County Court requesting the change. Also forwarded to Mr. Glaisyer was a resolution to be adopted by the Commission abandoning River Street from 1st to 4th Street, as a part of the Hillsboro-Silverton Highway, and a resolution establishing 4th Street from River Street to College Street and College Street from 4th Street to 1st Street as the new route of the Hillsboro-Silverton Highway. This information was forwarded to Mr. Glaisyer by letter under date of December 3, 1946. Your attention is invited to the fact that these last two resolutions should be presented and adopted by the Commission along with the agreement.

Very truly yours,

Oscar Cutler, Engineer
County and City Relations

By John W. Cattrall
John W. Cattrall
Assistant Engineer

JWC:me

Encl.

...ELLER, RECORDER
MRS. ALLIE R. CALKINS, TREASURER
HERBERT SWIFT, CITY ATTORNEY
WELLER PROBASCO, ENGINEER
DR. F. T. WILCOX, HEALTH OFFICER
CLARENCE HANSEN, CHIEF OF POLICE
H. C. SPAULDING, FIRE CHIEF

CITY OF NEWBERG

FRANK C. COLCORD
MAYOR

CITY COUNCIL
FIRST WARD
GRAYTON DUGGAN MRS. ETHEL PALMER
SECOND WARD
RUSSEL GAINER R. E. DREWS
THIRD WARD
CLARENC E. HEATER ERNEST DUNCAN
FOURTH WARD
CHARLES SCOTT I. R. ROOT

NEWBERG, OREGON

April 16, 1948

Hoo
Hillman
Luddemann
Popet Talbot
Unk. Mr. Hyde Miller.

File

Oregon State Highway Commission
Salem,
Oregon

Attention Mr. Baldock

Dear Sir:

Pursuant to our conference of April 14, I have ascertained the present attitude of the City Council regarding the change in highway 219. By an unofficial signed ballot, the Council voted seven to one in favor of the original plan, to follow College Street south to fourth street and thence East to River street.

Thanking you for your interest, I remain - - -

Very truly yours,

HERBERT SWIFT

HS:HC

RECEIVED
APR 19 1948
OREGON
STATE HIGHWAY COMMISSION

2 1948
OR FILING

March 30, 1948

Mrs. L. M. Nye
Church Clerk
Newberg Baptist Church
Newberg, Oregon

Dear Madam:

Receipt is acknowledged of your letter of March 27, in which you advise that the Newberg Baptist Church protests the plan for improvement of portions of 4th Street and College Street as the new route of the Hillsboro-Silverton Highway.

You are advised that the adoption of this route was made at the request of the Newberg City Council and the matter has been carefully considered several times by the State Highway Commission. The Commission has indicated that it will take no further action in changing the route from 4th Street and College Street unless specifically requested to do so by the City Council of Newberg.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW/ds

cc - W. C. Williams
H. G. Smith

2 1948
FOR FILING

March 30, 1948

± 41, W
4852

Mary C. Sutton
Recording Clerk
Newberg Friends Church
Newberg, Oregon

Dear Madam:

Receipt is acknowledged of your letter of March 8, in which you advise that the Newberg Friends Church protests the plan for improvement of portions of 4th Street and College Street as the new route of the Hillsboro-Silverton Highway.

You are advised that the adoption of this route was made at the request of the Newberg City Council and the matter has been carefully considered several times by the State Highway Commission. The Commission has indicated that it will take no further action in changing the route from 4th Street and College Street unless specifically requested to do so by the City Council of Newberg.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW/ds
cc - W. C. Williams
H. G. Smith

Newberg, Oregon
March 27, 1948

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

At a recent business meeting of the Newberg Baptist Church, held March 24th., the matter of the proposed Hillsboro - St. Paul highway through Newberg was considered. It is understood that the present plan calls for the highway to continue west from Wynooski Street on Fourth to College Street and then North across First Street.

This Church wishes to protest this route for the following reasons:

1. The Newberg Junior and Senior High Schools use College Street as the natural way to and from school. Several hundred children and young people using the street, either on foot or in cars, constitute a definite hazard on any through highway.

2. Three of the largest churches of Newberg are on this proposed route. While the widening of College Street in itself would be an asset, the increased traffic would be a hazard to numerous church attenders and the increased noise from traffic would be an annoyance to worshippers.

   It was suggested that some other street, possibly Meridian, which would avoid churches and schools, would be safer and better.

The meeting went on record as unanimously opposed to the use of College street for a through highway and directed that a letter be sent to you expressing our views.

Sincerely yours,
Mrs. L. M. Nye
Church Clerk
Dr. C. A. Tunnell
Pastor.

RECEIVED
MAR 30 1948
OREGON
STATE HIGHWAY COMMISSION

FORM E-20 25M 3-47

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 25th, 1948

SUBJECT:

To: Mr. W. C. Williams
Assistant State Highway Engineer
O f f i c e

Dear Sir:

In regard to Record of Assignment #417, W.C.W., protest of the Friends Church at Newberg, I wish to advise that I have no comments to make since you have handled the matter personally and are more familiar with it than I am.

Very truly yours,

H. G. Smith
Construction Engineer

HGS:AR

ASSIGNMENT No. 417

DESCRIPTION: Letter from Recording Clerk, Newberg, regarding matter of proposed Hillsboro-St. Paul Highway through Newberg, which was considered at monthly meeting of Newberg Friends Church, March 8.

DATE: March 25, 1948 ASSIGNED TO: H. G. Smith

- ☐ Investigation and report to this office
- ☐ Reply direct with copy to this office
- ☐ Return with drafted reply
- ☒ Comment or recommendation and return to this office
- ☐ Investigation and such action as is necessary
- ☐ Please prepare reply for my signature
- ☐ Assignment executed. Date _____

☐ _____

REPORT RECEIVED: 3-26-48-dlz

REMARKS:

D
3/12/48

March 9, 1948

Mr. Eugene E. Marsh
Marsh & Marsh
McMinnville, Oregon

Dear Mr. Marsh:

With reference to the proposed improvement of the Hillsboro-Silverton Secondary Highway through Newberg, you are advised that the Highway Commission plans to call for bids on this project in April.

The rerouting of the secondary highway through Newberg was requested by the city officials of Newberg and the Highway Commission made the necessary surveys and prepared plans for calling for bids. Some objection was raised in Newberg as to the proposed routing and a public hearing was called by the City Council of Newberg to hear all discussions relative to the route. I attended the meeting conducted by F. C. Colcord, Mayor of Newberg. Opponents and proponents of the routing were heard and the City Council took the matter under consideration.

I was later advised by Mayor Colcord that the Council had again unanimously decided to continue with the plans for paving South Fourth Street and College Street. The Commission, therefore, in deference to the duly constituted authorities of Newberg prepared final specifications and, as above stated, will probably call for bids on the project in April.

As you request I submit a sketch map on which is indicated in red coloring the existing route of the secondary highway through Newberg and in green coloring the proposed rerouting.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc: Mr. Frank Colcord
Mr. W. C. Williams

Newberg, Oregon
March 8, 1948

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

At the regular monthly business meeting of the Newberg Friends Church, held March 3, 1948, the matter of the proposed Hillsboro-St. Paul highway through Newberg was considered. It is understood that the present plan calls for the highway to continue west from Wynooski Street on Fourth to College Street and then north across First Street.

This church wishes to protest this route for the following reasons:

1. The Newberg Junior and Senior High Schools use College Street as the natural way to and from school. Several hundred children and young people using the street, either on foot or in cars, constitutes a definite hazard on any through highway.

2. Three of the largest churches of Newberg are on this proposed route. While the widening of College Street in itself would be an asset, the increased traffic would be a hazard to numerous church attenders and the increased noise from traffic would be an annoyance to worshipers.

   It was suggested that some other street, possibly Meridian, which would avoid churches and schools, would be safer and better.

The Meeting, which was one of the largest in attendance for many months, went on record as unanimously opposed to the use of College Street for a through highway and directed that a letter be sent to you expressing our views.

Sincerely yours,
Mary C. Sutton
Recording Clerk

Emmett W. Tuley
Clerk protem.

RECEIVED
MAR 23 1948
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
W. C. WILLIAMS

RECEIVED
MAR 23 1948
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 8 1948
FOR FILING

36-1014
2199

AGENDA
MAR 17 1948
D

Eugene Marsh

re resolution 7 Sec. Hearing in Newberg

11:30 AM
March 12, 48

A

MARSH & MARSH
ATTORNEYS-AT-LAW
McMINNVILLE, OREGON

EUGENE E. MARSH
FRANCIS E. MARSH
WM. H. DASHNEY

March 2, 1948

Mr. R. H. Baldock
State Highway Engineer
State Capitol
Salem, Oregon

Dear Mr. Baldock:

A committee of property owners on College Street in Newberg, Oregon, have requested my assistance in presenting to the Highway Commission their objections to any proposed plan for the widening of College Street as a part of State Secondary Highway 219. Perhaps you will recall that late last summer I talked to you about this matter over the telephone. At that time you told me that, in your opinion, no work would be done on the project until in the summer of 1948.

The property owners along College Street are becoming concerned again and I would appreciate it very much if you would advise me of the present status of this proposed project, and what plans, if any, are contemplated for work this year. I would also like to have, if possible, a map or blueprint showing the contemplated changes in Highway 219 through Newberg.

After further consideration, these property owners may desire to have a hearing before the Highway Commission to explain their objections.

Very truly yours,

MARSH & MARSH

By Eugene E. Marsh

EEM:emg

Eugene E. Marsh

REFERRED TO
M. Williams
By Chief Engineer
Please prepare answer.

RECEIVED
MAR 3 1948
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 24 19
FOR FILING
36-1014
3199

December 22, 1947

Dr. Ralph W. Van Valin
P. O. Box 368
Newberg, Oregon

Dear Sir:

I acknowledge receipt of your letter of December 10, having reference to the matter of the contemplated improvement of the Hillsboro-Silverton Secondary Highway through Newberg. In replying to your letter, Dr. Van Valin, I am somewhat at a loss as to what I can further add to what has already been said.

As you remember, I attended a meeting with the City Council at Newberg in midsummer, at which time both opponents and proponents of the proposed improvement were present. You were present at that meeting.

At that meeting it was conceded that the Highway Commission must negotiate such matter with the duly constituted authority of Newberg which, of course, is its City Council. Inasmuch as the proposed routing of the highway by way of College Street is satisfactory from an engineering standpoint, there would be no reason for constructing the highway on an alternate route unless requested by the City Council. This the City Council has not done and subsequent to the meeting hereinabove mentioned I was informed by the Mayor of Newberg that the matter had again been considered by the Council and it was their unanimous decision to continue with plans for the paving of South College and 4th Streets.

In order that this work may be completed during seasonable weather next summer, it is the intention of the State Highway Commission to call for bids on the College and 4th Street routes quite early in the spring.

If you wish to appear before the State Highway Commission, you are, of course, privileged to do so. The next meeting is on December 30 at the Green Room, Imperial Hotel, Portland. If you wish to appear, please write to the Secretary of the State Highway Commission for a definite appointment.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hl
cc: Mr. Frank C. Colcord
Mr. W. C. Williams
Mr. H. G. Smith

RALPH W. VAN VALIN, D. M. D.
OVER COMMERCIAL BANK
NEWBERG, OREGON

December
10
47

From
Box 368
Newberg
Oregon

NOTE
W. C. WILLIAMS

Mr. H. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Testimony presented by Newberg's mayor at your recent Hearing here to the effect that - The Pacific College Board was against Route 219 being located on Meridian street - has been refuted by Yamhill County Judge H. M. Hoskins, who says, "We never discussed the question and certainly did not pass upon it." Also, the statement that College street widening was incorporated in the recommendations of the local Planning Commission, has been refuted by our City Engineer, Mr. Oliver Weesner and myself who were both members of the Planning Commission.

There has been no organized resistance to location of Route 219 on Meridian street, whereas, the petition against widening College street to the extent of 40 feet still stands, containing the names of over eighty persons and representing nearly all of the property owners on said street.

In view of these disclosures, it could be, that in your sincere desire to get the facts and hear the wishes of our Community, some one has badly imposed upon your credulity, in order to gain their point.

Hope remains that these remarks can be found pertinent to a further consideration of this vexing problem.

Sincerely yours,

R W Van Valin

P.S. Mr. W. S. Allen, a former Yamhill County Commissioner and Good Road advocate says, "Its a big mistake to tear up College street. Route 219 should be placed on Meridian street."

Judge H. M. Hoskins, above referred to, is a member of the Pacific College Board of Trustees, and signed the College street petition.

NOTE-
W. C. WILLIAMS

RECEIVED
DEC 11 1947
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 30 1947
FOR FILING

CITY OF NEWBERG

CITY COUNCIL

October 27, 1947

Mr. Frank C. Colcord
Mayor
Newberg, Oregon

Dear Mr. Colcord:

It is planned to call for bids on the College Street and Fourth Street improvements in Newberg early in the spring, possibly February. The reason bids have not been called before this time is that owing to the delay in definitely settling on the College Street route it was too late in the summer to permit the work to be completed before winter. It was, therefore, decided to hold up the calling of bids until early spring so that the streets would not be torn up during the winter months.

We hope this plan meets with your approval.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:bb

...EN, RECORDER
...ALLIE R. CALKINS, TREASURER
HERBERT SWIFT, CITY ATTORNEY
NELSON A. FROST, CITY ATTORNEY
OLIVER WEESNER, ENGINEER
DR. F. T. WILCOX, HEALTH OFFICER
JAMES H. CATTON, CHIEF OF POLICE
H. C. SPAULDING, FIRE CHIEF

CITY OF NEWBERG

FRANK C. COLCORD
MAYOR

NEWBERG, OREGON

CITY COUNCIL

FIRST WARD
W. A. CORNELL. MRS. ETHEL PALMER

SECOND WARD
RUSSEL GAINER. HUBERT ARMSTRONG

THIRD WARD
CLARENCE E. HEATER. ERNEST DUNCAN

FOURTH WARD
CHARLES SCOTT. I. R. ROOT

October 23, 1947

Oregon State Highway Commission
Salem, Oregon

Attention: R. H. Baldock
State Highway Engineer

Dear Sir:

As we have had several inquiries as to what the status on Fourth Street and College Street paving program is, I was wondering if you could let us know if it is your plan now to do your work in the early spring.

Yours very truly,

Frank C. Colcord
MAYOR

FCC-s

RECEIVED
OCT 24 1947
...ISSION

RECEIVED
AUG 20 1947
FOR FILING

Salem, Oregon,
August 19, 1947.

Mr. H. G. Smith,
Construction Engineer,
State Highway Department,
O f f i c e.

Dear Sir:

Mr. Baldock has been advised by the Mayor of the City of Newberg, Oregon, that the City Council in a meeting subsequent to the hearing held in Newberg, which Mr. Baldock and I attended, unanimously approved the improvement of South College and 4th Streets as per the plans prepared. Bids may be called for the project at any time, although it is now questionable whether anything will be gained by calling for bids before early spring.

Very truly yours,

W. C. Williams,
Assistant State Highway Engineer.

WCW:lmg

RECEIVED
AUG 20 1947
FOR FILING

Salem, Oregon,
August 19, 1947.

Mr. H. G. Smith,
Construction Engineer,
State Highway Department,
O f f i c e.

Dear Sir:

Mr. Baldock has been advised by the Mayor of the City of Newberg, Oregon, that the City Council in a meeting subsequent to the hearing held in Newberg, which Mr. Baldock and I attended, unanimously approved the improvement of South College and 4th Streets as per the plans prepared. Bids may be called for the project at any time, although it is now questionable whether anything will be gained by calling for bids before early spring.

Very truly yours,

W. C. Williams,
Assistant State Highway Engineer.

WCW:lmg

...ELLER, RECORDER
...S. ALLIE R. CALKINS, TREASURER
HERBERT SWIFT, CITY ATTORNEY
NELSON A. FROST, CITY ATTORNEY
OLIVER WEESNER, ENGINEER
DR. F. T. WILCOX, HEALTH OFFICER
JAMES H. CATTON, CHIEF OF POLICE
H. C. SPAULDING, FIRE CHIEF

CITY OF NEWBERG

FRANK C. COLCORD
MAYOR

NEWBERG, OREGON

August 11,1947

CITY COUNCIL

FIRST WARD
W. A. CORNELL. MRS. ETHEL PALMER

SECOND WARD
RUSSEL GAINER. HUBERT ARMSTRONG

THIRD WARD
CLARENCE E. HEATER. ERNEST DUNCAN

FOURTH WARD
CHARLES SCOTT. I. R. ROOT

R.H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Baldock:

At the last Council Meeting I made a report of the hearing for the paving of College Street and again it was an unanimous decision that they wished to continue with plans for paving of 4th Street and South College Street. I was not just certain whether you were awaiting action on our part or not.

I appreciate your coming over and believe that there will be no further difficulty now for in talking to some of those who were at the meeting in opposition, they stated that they had no further arguments.

REFERRED TO
W. C. Williams
By State Highway Engineer
Proceed to do the work.

Yours very truly,

F. C. Colcord

F. C. Colcord
MAYOR

FCC-s

RECEIVED
AUG 12 1947
OREGON
STATE HIGHWAY COMMISSION

...IVED
...5 1947
...ILING

July 8, 1947

#4841

Dr. Ralph W. Van Valin
Box 368
Newberg, Oregon

Dear Sir:

Please be advised that the Highway Commission has endeavored, with the meager funds available, to do things in small cities to improve traffic conditions and in so doing it is necessary to work out and make agreements with the constituted authority, which is the city council.

I do know, however, that the Highway Commission is not at all anxious to get into any dispute with the people of the city with regard to doing this type of work. Please be advised that there have been no secret meetings between the Highway Commission and the Newberg City Council; in fact, the Highway Commission itself has never met with the Council at all. I simply sent representatives of the Highway Department to consult with the Council as to the location of the improvement. I would have gone myself save and except that I have so many things to do that I cannot go every place, but you may rest assured that I will give this matter my personal attention and go to Newberg as soon as I can and discuss the matter with you and with the City Council, and make a report to the Highway Commission.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hi
cc: Newberg City Council
H. G. Smith
W. C. Williams

RALPH W. VAN VALIN
OVER COMMERCIAL BANK
NEWBERG, OREGON

July 7 '47

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

For your information, and that you may know how unpopular is your College Street deal with the City Council, the names on the petition filed against the widening of said street to the extent of 40 feet, include the following: Presidents of both Banks, Supt. of Schools, Mgr. General Electric Co., Mgr. Union Oil Co., The Francis Theatres, Doctors, Contractors, Merchants, Variety Stores, Mortuaries, Etc. And they are all good and mad about this rotten deal.

Yours truly,

R. W. Van Valin

RALPH W. VAN VALIN, D. M. D.
OVER COMMERCIAL BANK
NEWBERG, OREGON

July 7 1947

R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Your belated answer to my letter of May 14 throws no NEW light on the secret Highway Commission meeting with the Newberg City Council only a few hours before its regular June meeting where-at a petition was filed by practically every one of the property owners along College Street objecting to the widening of same. You brought your Ace-in-the-Hole elimination of your previous minimum requirement of 36 feet, thus effecting a rejection of meridian Street, of this width, and already complete for the purpose of highway 219.

The property owners above referred to will continue to resist the "Bull Headed" attempt to mutilate the very best residential street in our city.

Very truly yours,

R. W. Van Valin

RECEIVED
JUL 8 1947
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 7 1947
FOR FILING

July 1, 1947

#4841

Dr. Ralph W. Van Valin
Over Commercial Bank
Newberg, Oregon

Dear Sir:

Members of the Highway Department have had several meetings with the City Council of Newberg, regarding the routing of the Hillsboro-Woodburn Secondary Highway.

It is my understanding that the Council will unanimously recommend the College Street route, since this street is preferable from the point of view of a through highway.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc: Mr. H. G. Smith

RECEIVED
JUL 7 1947
FOR FILING

RECEIVED

36-1014
3199

June 30, 1947

Mr. Levi T. Pennington
1000 Sheridan Street
Newberg, Oregon

Dear Sir:

Members of the Highway Department have had several meetings with the City Council of Newberg, regarding the routing of the Hillsboro-Newberg Secondary Highway.

It is my understanding that the Council will unanimously recommend the College Street route, since this street is preferable from the point of view of a through highway.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc: Mr. H. G. Smith

LEVI T. PENNINGTON
1000 SHERIDAN STREET
NEWBERG, OREGON

RECEIVED
JUN 9 1947
FOR FILING

Const.
Plants
Municipal

May 27, 1947.

NOTED
State Highway Engineer

Mr. R. H. Baldock,
Highway Engineer,
State Highway Commission,
Salem, Oregon.

Indexed
Alphabetically

Pennington, Levi T.

Dear Mr. Baldock:--

Let me thank you for the information which you gave me in our telephone conversation just ended, in regard to the Hillsboro-Woodburn Highway through Newberg.

I have been absent from Newberg most of the past two weeks, but I am informed that a petition has been circulated which is to be presented to the city council at its next meeting, and that many of the leading men of the city have signed it, including the superintendent of schools, the president of the Commerial Bank, many of the citizens along College street and others who have a less personal and financial interest in the matter but who are interested because of their feeling that the highway should not be routed down College street.

It is the hope of these people, as it is my hope, that no contract may be let for this highway through the city at least until after the next meeting of the city council, which occurs early next month. Perhaps it has already been settled when the matter will be acted upon. If so, may we know when it is likely to come up for action?

Assuring you of my appreciation of your courtesy and that of your associates in this matter, I am

Sincerely yours,

Levi T. Pennington

Levi T. Pennington.

REFERRED TO
H. G. Baldock
By Chief Engineer

Please note & return

NOTED
FILING
RECEIVED
MAY 29 1947
OREGON
STATE HIGHWAY COMMISSION

amount approximately $5,250 would be borne by the city. There is sufficient right of way (60foot street) on this short section. From station 25 to 48+36 (city limits) the present street is only 40 feet wide, and additional right of way will be required before this section can be constructed to a suitable standard. I therefore suggest that we construct the section from station 0 to 25, which will leave a balance of approximately $10,000 after the city's share is paid. With this $10,000 we should purchase right of way from station 25 to city limits to allow for future construction. The longer we delay in purchasing the right of way, the more improvements will be made and the more costly the right of way will become.

As soon as profile prints are available, Mr. Cutler should contact the City Council of Newberg and secure approval of the routing, grade elevations, etc. Also a resolution authorizing the removal of all trees necessary. I will be glad to accompany Mr. Cutler to Newberg when he is ready. If this project is to be completed this year, it should be let not later than the July meeting.

Yours very truly,

W. C. WILLIAMS
Division Engineer

WCW/bd
cc: Oscar Cutler

FORM E-20X 15M 10-46

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
May 23, 1947

SUBJECT: Newberg Section, Hillsboro-Silverton Secondary Highway.

To: Mr. H. G. Smith
Construction Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

I have discussed with the City Council of Newberg the matter of a controversy relative to proposed change in routing of the Hillsboro-Silverton Highway through Newberg.

I am assured that the City Council, eight in number, are unanimous in their preference for the College Street route, and they further advise that the opposition is minor and they believe that 90% of the people of Newberg prefer the College Street route.

The Council will approve the plans are prepared, and in addition will, by city ordnance, authorize the Highway Commission to remove all trees within the limits of the streets effected that may interfere with construction. The city prefers not to remove the trees themselves, as they feel they have gone as far as they can financially in agreeing to pay toward the project the lump sum of $2500, plus the cost of any curbs, where curbs do not now exist. As such curbs will cost approximately $2750, the city's total cost will be $5250. To raise this amount they plan to assess along the street that is now unimproved. This assessment can be made for curbs, but they would not make any assessment for removal of trees where there is existing pavement, curbs and sidewalks.

Personally, I consider the College Street route the best, and as it is preferred by the city, I believe we should proceed with the calling for bids as soon as the necessary agreements can be prepared and executed by the city of Newberg.

In making our survey, we included all of the section from First Street (Pacific Highway West) and the south city limits, a distance of 4836'. The total cost of this section is estimated at $77,100, exclusive of right of way. As you had requested that the $50,000 allocation be reduced approximately 10%, only $45,000 is now available, and we have therefore reduced the project to include that portion between First Street, station 00, and Willamette Street, station 25. This is estimated to cost $39,300, of which

RECORD OF ASSIGNMENT

4841

...: Let of May 14 from Ralph W. Van Valin re widening of ... St in Newberg. also a cpy of letter he sent to Newberg City Counsil

DATE: MAY 19, 1947 ASSIGNED TO: SMITH

( ) Investigation and report to this office
( ) Reply direct with copy to this office
( ) Return with drafted reply
( ) Comment or recommendation and return to this office
( ) Investigation and such action as is necessary
( ) Please prepare reply for my signature
X ( ) Please read and talk with me about this.

REPORT RECEIVED: 1-1-47

REMARKS: bb

R W Van Valin

RALPH W. VAN VALIN, D. M. D.
OVER COMMERCIAL BANK
NEWBERG, OREGON

May 14 1947.

MAY 15 1947

Oregon State Highway Commission
Portland, Oregon

RECEIVED
MAY 16 1947
OREGON
STATE HIGHWAY COMMISSION

Gentlemen:

For your information and with a sincere desire to acquaint with efforts being made here to have the city Council change its plans to widen College Street to the extent of Forty feet, I am enclosing copy of a letter of even date which I have sent to the City Council.

There is developing very strong opposition to tearing up the best street in our city to accommodate a secondary highway thru its center. Especially, since there is a perfectly good paved street, 36 feet wide two blocks to the east that will serve the purpose admirably and at much less cost to the Commission.

If you could use your good offices to help the solution of this problem, it would be greatly appreciated by property owners along College Street.

Thanking you for your best efforts in this regard, I am

Very truly yours,

R W Van Valin

May 14 1947

To the Newberg City Council

Gentlemen:

In connection with your avowed plan to permit the widening of College Street to extent of Forty feet. I have received copies of letters to the Council and State Highway Commission, wherein, Levi T. Pennington states practical and valid reasons why this should not be done. To those objections I sincerely concur.

The simpler and less costly alternative proposal for routing Secondary highway 219 from Fourth Street, is respectfully submitted Via Meridian Street, now complete in every respect for the purpose. Continuing North to Vermillion Street, where, from a suitable point along its course, physical connection can be had with the said highway, over terrain that at present has little but nuisance value. The Union Oil Company plant would be by-passed to the East.

It is hoped that the Council will give serious consideration to the above proposal, before committing all the citizens to the inconveniences of the proposed change, as well as, the destruction of affected residential property values by One Third.

Respectfully yours,

copy to

State Highway Commission.

RECORD OF ASSIGNMENT

DESCRIPTION: Let of May 13 from Levi T. Pennington re routing of Hillsboro-Woodburn Hwy through Newberg.

DATE: MAY 19, 1947 ASSIGNED TO: SMITH

(Investigation and report to this office
(Reply direct with copy to this office
(Return with drafted reply
(Comment or recommendation and return to this office
X (Investigation and such action as is necessary
(Please prepare reply for my signature
(

REPORT RECEIVED: 6-11-47

REMARKS: HI

Copy

May 12, 1947.

To the Newberg City Council:--

Gentlemen:--

When I wrote you some days ago about the proposal to put the Hillsboro-Woodburn highway through the city along College street, I suggested that it be routed instead down Edwards street, which seems to me has many advantages over the College street route, as I tried to point out in my previous letter.

At that time I was under the impression that Vermilian Street, on which the route as at present turns east after crossing the tracks, did not run through to Meridian street, but it does. I wonder if you have considered Meridian street for the Hillsboro-Woodburn highway. It seems to me that it has all the advantages over the College street routing that Edwards street has, and a good many others. In the first place, it is already paved from Vermilian street to Fourth, to a width of 35 feet or more, a width that will allow parking on both sides of the street and still leave a two lane highway its full length, without the destruction of shade trees, the spoiling of parkways, and the other disadvantages of the College street route.

Another thing that it seems to me ought to be taken into consideration is the fact that this route would do away with the necessicty of so much crossing of this Hillsboro-Woodburn highway, by all sorts of people, but especially by students of the various schools. Meridian street is two blocks east of College street. If the route were down Meridian street, it would save all the folks between College and Meridian and between Fourth and Vermilian from the necessity of crossing this highway on their way to to school, to the postoffice, to the banks, to the groceries, and to practicelly all the business, religious, social and amusement centers of the city.

I am told that eventually, and perhaps soon, the State Highway intends to improve the situation as this highway enters Newberg from the north, by eliminating the sharp turns to Vermilian street and then south. Well, at present the highway crosses four railroad tracks; if the College street route is selected, it will cross three; even after the sharp turns have been eliminated; if the Meridian street route is chosen, it will cross one. And Meridian street runs much farther north than either College or Edwards, and it seems to me that it would not be more difficult to secure right of way and make the highway go out Meridian street than either of the other route; and the advantages seem to me to be so great that it would be far better to incur that expense than to send this highway right through the center of town. There are rumors that the State Highway Commission are again considering the change of U.S. 99W to a location north of the railroad tracks, to get this heavy traffic off of First street and away from the center of the business district. What reason, then, for sending this highway through the heart of the city?

Sincerely yours,

LEVI T. PENNINGTON
1000 SHERIDAN STREET
NEWBERG, OREGON

May 12, 1947.

State Highway Commission,
Salem, Oregon.

Gentlemen:--

Enclosed you will find copy of a letter which I am sending today to the Newberg City Council. It will explain why in my former letter to them and to you I suggested the routing of the Hillsboro-Woodburn Highway down Edwards street instead of Meridian.

I understood from both correspondence and my interview with the engineer who visited me that you were eager to satisfy Newberg in locating this route, and that the next move should come from the Newberg City Council, since it was they who suggested the College street route. But it seems to me that if you became convinced that some other route is better, that a suggestion from your commission would have great weight with the council.

It would be easy to secure hundreds of signatures to a petition asking for some other route than the one down College street, which seems to me much the worst of the three routes that are available, and if you are to widen the street even to such a width as Meridian now has, much the most expensive. But it seems to me that there should be no need for any popular uprising in the matter. If the reasons that seem to many of us so cogent for <u>not</u> sending this route down College street are as sound as we think them, they ought to appeal both to the State Highway Commission and to the City Council. It is my hope that those two bodies which are serving the people might reconsider the matter, and come to an agreement that would make unnecessary any petition or other movement to defeat the present plan, which I firmly believe, as do many others, is not the right one.

Confident that you will give this matter your earnest attention without any wider appeal than that to your own second thought in the matter, I am

Sincerely yours,

Levi T. Pennington.

Levi T. Pennington.

RECEIVED
MAY 13 1947
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 15 1947
FOR FILING

36-1014
3199

April 14, 1947

Mr. Levi T. Pennington
1000 Sheridan Street
Newberg, Oregon

Dear Sir:

In reply to your letter of March 25, advise that the Highway Commission acceded to a request of the authorities of the City of Newberg for a change in the routing of the Hillsboro-Woodburn Secondary Highway through Newberg.

In view of your protest about widening the street on the proposed route, I think it desirable for W. C. Williams, Division Engineer, who is preparing the plans for this project, to discuss the matter with you and the city officials of Newberg.

This new routing of traffic, however, places some responsibility on the Highway Commission and it would appear that it is necessary either to widen the street or for the city authorities to prohibit all parking. The prohibition of parking under such conditions rarely works successfully because of the lack of proper enforcement. If traffic is to be directed on the street, there would have to be at least two parking lanes, which requires a minimum of 36 feet, in the interest of the safety of the public.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hl
cc: H. G. Smith
W. C. Williams (with enclosure)

(Blueprint dated 4-23-47 sent to Smith with note: "Let me see note re: suggested new map." 4-25-47).

A.C.I. 15.35

LEVI T. PENNINGTON
1000 SHERIDAN STREET
NEWBERG, OREGON

APR 2 1947

March 28, 1947.

REFERRED TO
M. Smith
By State Highway Engineer

See me about this.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Mr. Baldock:--

Let me thank you for your letter of yesterday, making clear the plans of the State Highway Commission for the change in College Street here in Newberg.

Some of the residents on that street are regretting deeply the prospect of the loss of the shade trees on that street, especially between Second and Fourth, where the street is to be widened. And to me it seems that the needs of the traffic could be handled otherwise than by a widening so great as to destroy these trees.

So far as I can see, the only traffic that needs to be seriously considered is that which comes from Hillsboro way and down the valley from the Forest Grove section and on to the bridge that crosses into Marion County. Traffic from Portland to go toward that bridge could hardly be expected to come west from River street to Center, on to Edwards, and on to College, and then turn south, to the left and right across the north-east bound traffic on U.S.99 right at the busiest corner in the city, when it could as well turn south on River St. and save six blocks of travel, west three to College, then south to Fourth, then east three to River. And traffic from the south-west on U.S. 99W could come down Third street, if that were paved out to the highway, and cut off a good deal of traffic that now must turn south at that same busiest corner.

If these two streams of traffic were diverted, or rather one, for the Portland-St.Paul traffic now turns at River, and could simply remain as it is, then College street would have to handle only the traffic from out of town coming in from Washington County.

And it appears to me that a less amount of widening than would take out these trees would accommodate the traffic. That street between Second and Fourth is approximately 23 feet wide between curbs, which is the same width as North College street, where the curbs are in -- beyond the curbing on College street the paving is only 15 feet wide.

Would not a widening of four feet on each side, making the pavement more than 30 feet wide, be adequate?

Please do not think I am trying to tell you your business. But if you could see a way to spare these trees, it would be a very popular thing in this town.

Sincerely yours,

Levi T. Pennington

Levi T. Pennington.

A.G., 1935

FOR FILING

March 27, 1947

Mr. Levi T. Pennington
1000 Sheridan Street
Newberg, Oregon

Dear Sir:

The State Highway Department has no plans for the changing of U.S.99W through Newberg. We do propose to change the Hillsboro-Silverton Secondary Highway which rerouting would change the route of this highway from River Street between First and Fourth to College Street from First to Fourth, and thence via Fourth Street to the existing route at River Street.

In order to provide adequate width for the traffic and provide for parking, it will be necessary to remove the shade trees which now exist along the new route. These trees in general are about eight feet into the street from the property line and there is not sufficient width between the trees to provide for the roadway and curbs.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. C. Smith
Mr. W. C. Williams

A.C. 7535

FORM S-20X 1M 10-46

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
March 22, 1947

SUBJECT: Proposed roadway changes in Newberg.

To: Mr. H. G. Smith
Construction Engineer
Oregon State Highway Commission
Salem, Oregon

L

Dear Sir:

There is enclosed a letter from Mr. Levi T. Pennington, Newberg Oregon, in which he asks for certain information relative to plans of highway improvement in Newberg.

At the present time the only change of highways being considered in Newberg is the re-routing of the Hillsboro-Silverton Secondary, which re-routing would change the location of this secondary from River Street, between First and Fourth, to College Street between First and Fourth, and thence via Fourth Street to the existing route at River Street. In order to provide adequate width for the traffic and provide for parking, it will be necessary to remove the shade trees which now exist along the new route. These trees in general are about eight feet (8') into the street from the property line and there is not sufficient width between the trees to provide for the roadway and curbs.

This office knows of no plans whatsoever for any changes of 99E through Newberg, although at some time a grade separation of the Southern Pacific Railroad Company in the South portion of Newberg should be affected.

Will you please answer Mr. Pennington's letter.

Very truly yours,

W. C. WILLIAMS
Division Engineer

WCW/ed
enc.

LEVI T. PENNINGTON
1000 SHERIDAN STREET
NEWBERG, OREGON

March 20, 1947.

Highway Department,
State of Oregon,
9200 S. E. McLoughlin,
Portland, Oregon.

Gentlemen:--

Numerous citizens of Newberg are much concerned over plans that they suppose are being made by the Highway Department for the changing of through highways inside the city, the widening of streets, the loss of shade trees, etc. I have been urged to take some action in regard to the matter such as circulating petitions, seeking to have a delegation wait upon you, etc. But I feel that I do not know enough about your plans even to know whether I might not personally entirely approve them. I am sure that when you proposed to make U.S. 99W miss the heart of Newberg instead of running right down our main business street, you were right and the protesters were wrong.

Would you be willing to tell me what the plans are, if they have been decided upon, and if not, what suggestions are being considered for changing streets in the city? If you can do so, with some explanation as to the reasons for the proposed changes, I shall greatly appreciate it. If the reasons for the proposed changes seem sound, it might be that I could put at rest some of the objections that some folks think they have to the plans that they think you have in mind.

Sincerely yours,

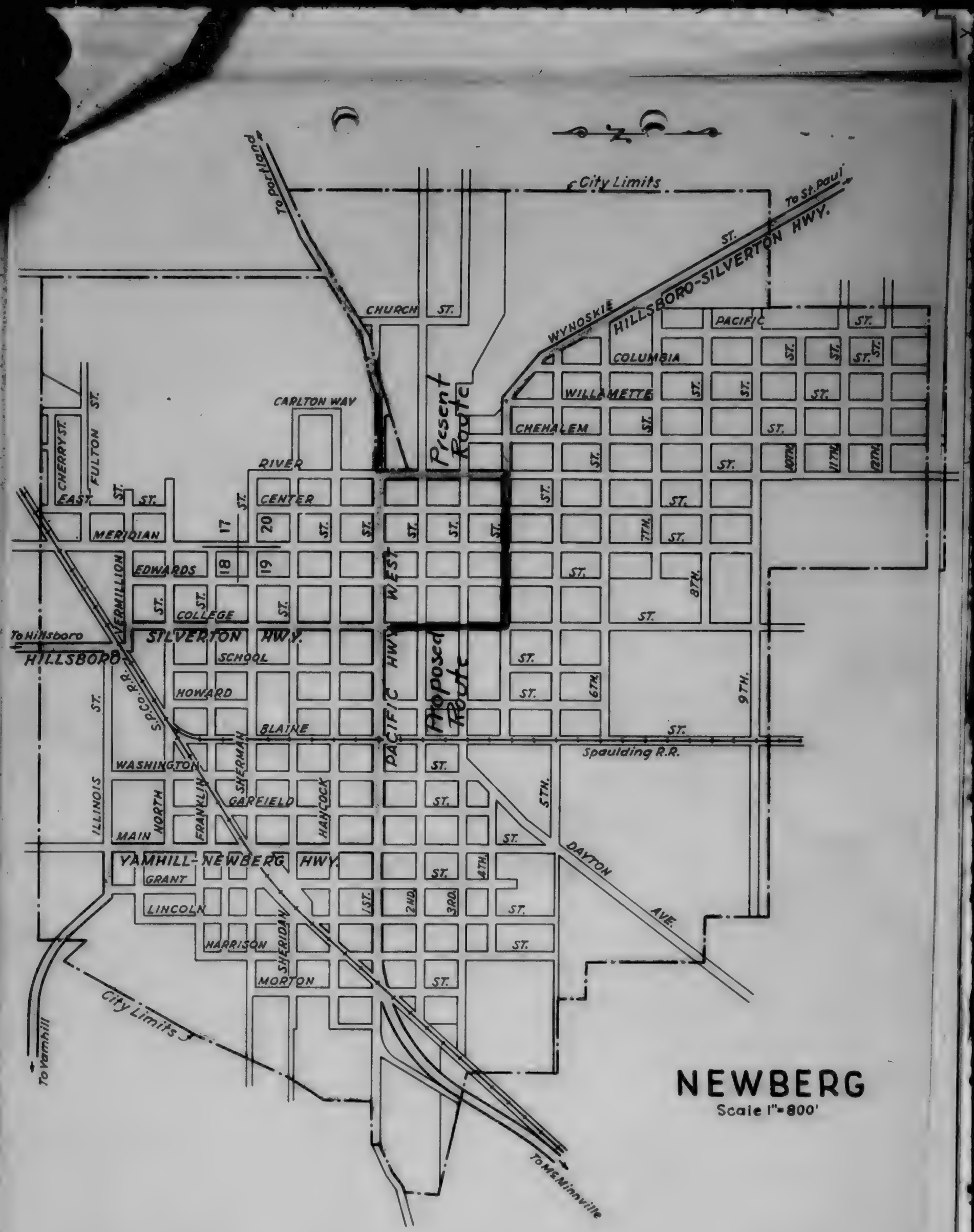
Levi T. Pennington

Levi T. Pennington.

NOTED
W. C. WILLIAMS

RECEIVED
MAR 24 1947
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 1

MAR 24 1947



NEWBERG

Scale 1"=800'

NEWBERG

Scale 1"=800'

A.D. 1935

NEWBERG

Scale 1"=800'

To Portland
City Limits
To St. Paul
HILLSBORO-SILVERTON HWY.
CHURCH ST.
WYNOOSKIE ST.
PACIFIC
COLUMBIA
WILLAMETTE
CHEHALEM
CARLTON WAY
RIVER
CHERRY ST.
FULTON ST.
EAST
CENTER
MERIDIAN
EDWARDS
COLLEGE
SCHOOL
HOWARD
BLAINE
WASHINGTON
GARFIELD
MAIN
NORTH
YAMHILL-NEWBERG HWY.
GRANT
LINCOLN
HARRISON
MORTON
17 ST.
18
19
20
VERMILLION
ILLINOIS ST.
FRANKLIN
SHERMAN
HANCOCK
SHERIDAN
1ST.
2ND
3RD
4TH.
5TH.
6TH.
7TH.
8TH.
9TH.
10TH.
11TH.
12TH.
WEST
PACIFIC HWY.
S.P.CO. R.R.
Spaulding R.R.
DAYTON AVE.
To Hillsboro
To Yamhill
To McMinnville
City Limits

Springbrook

HILLSBORO-WOODBURN HWY. No. 143

To Hillsboro

YAMHILL-NEWBERG HWY. No. 151

To Yamhill

SOU. PACIFIC

To Portland

WEST SIDE PACIFIC HWY.

Suggested to pave

Illinois St.

Main St.

Vermilion St.

College St.

First St.

RIVER St.

City Limits

Chehalem St.

4th St.

NEWBERG

Winoski St.

City Limits

To McMinnville

18

17

20

24

25

30

29

T. 3 S. R. 3 W.

T. 3 S. R. 2 W.

WILLAMETTE RIVER

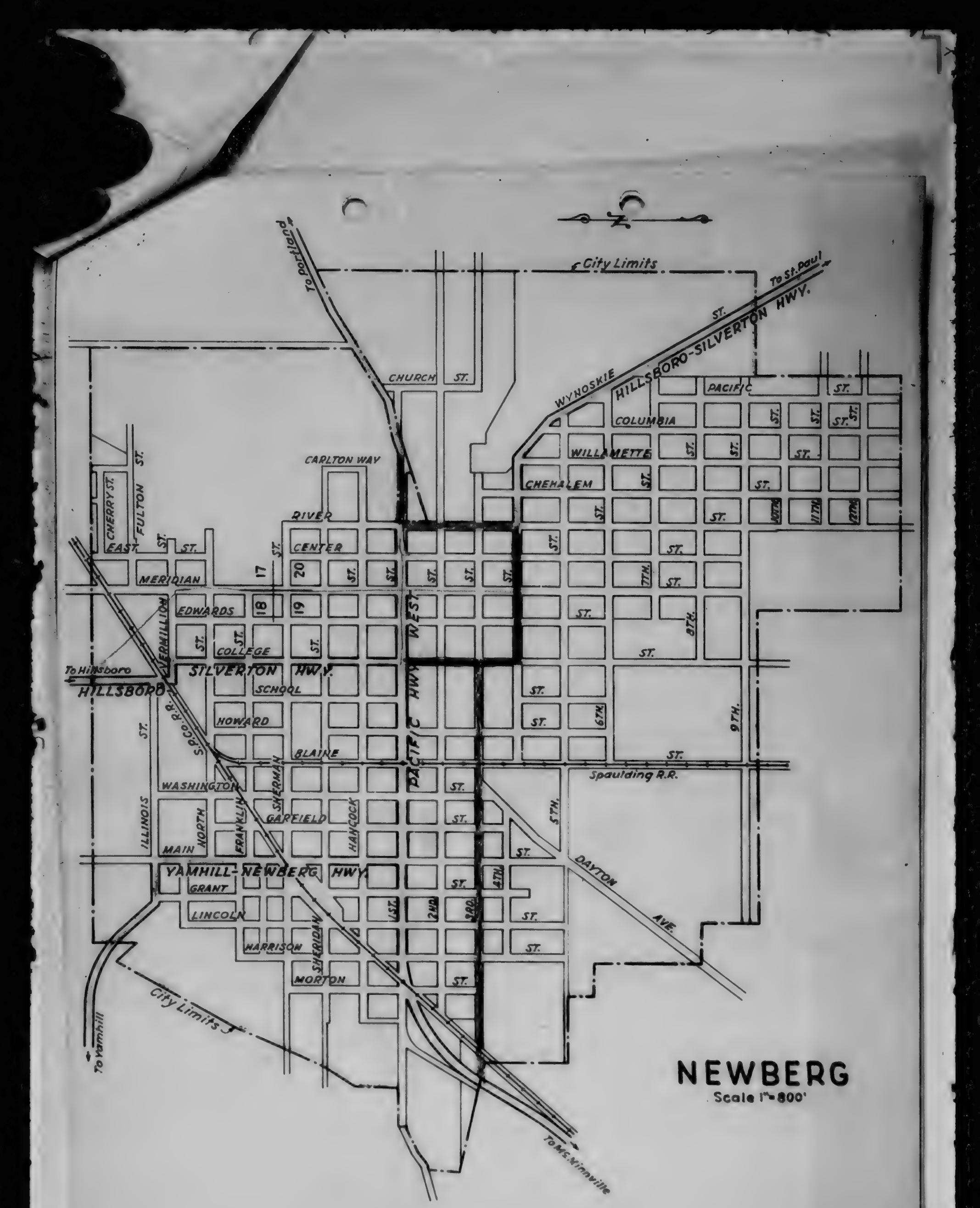
Ash Island

H. W. LIBBY

NOTED

HILLSBORO-WOODBURN HWY. No. 143

RIVER


To Portland
City Limits
To St. Paul
HILLSBORO-SILVERTON HWY.
WYNOOSKIE
ST.
CHURCH ST.
PACIFIC
COLUMBIA
WILLAMETTE
CHEMALEM
CARLTON WAY
RIVER
CENTER
CHERRY ST.
FULTON ST.
EAST
MERIDIAN
EDWARDS
COLLEGE
SCHOOL
HOWARD
BLAINE
WASHINGTON
MAIN
NORTH
YAMHILL-NEWBERG HWY.
GRANT
LINCOLN
HARRISON
MORTON
SHERMAN
FRANKLIN
GARFIELD
HANCOCK
SHERIDAN
ILLINOIS
VERMILLION
S.P.CO. R.R.
PACIFIC HWY. WEST
17
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19
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1ST.
2ND.
3RD.
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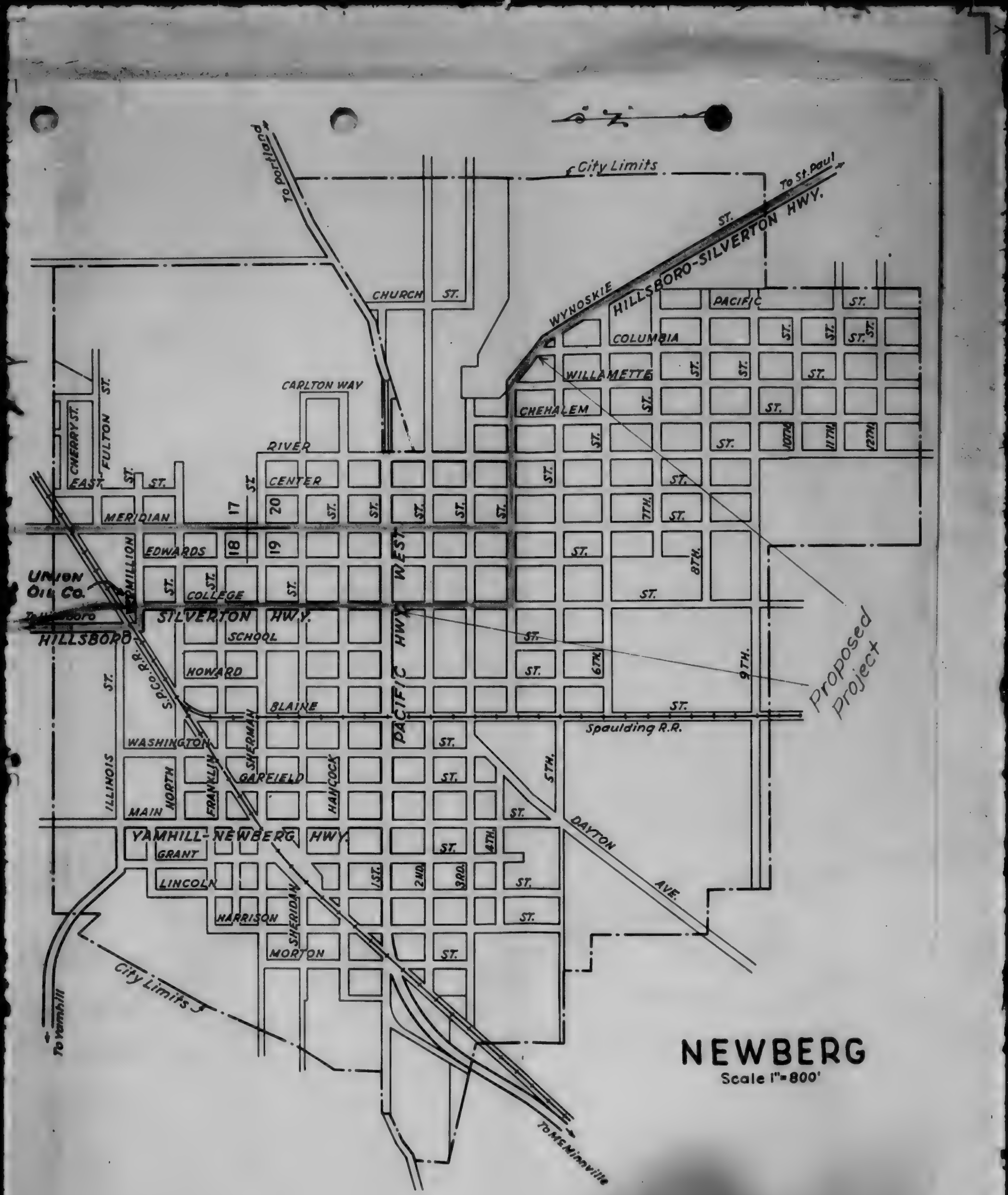
6TH.
7TH.
8TH.
9TH.
10TH.
11TH.
12TH.
To Hillsboro
HILLSBORO
SILVERTON HWY.
Spaulding R.R.
DAYTON AVE.
City Limits
To Yamhill
To McMinnville
NEWBERG
Scale 1"=800'


To Portland
City Limits
To St. Paul
HILLSBORO-SILVERTON HWY.
WYNOOSKIE ST.
CHURCH ST.
PACIFIC ST.
COLUMBIA
WILLAMETTE
CHEHALEM
CARLTON WAY
CHERRY ST.
FULTON ST.
EAST
RIVER
CENTER
MERIDIAN
EDWARDS
COLLEGE
SILVERTON HWY.
SCHOOL
HOWARD
BLAINE
WASHINGTON
MAIN
NORTH
GARFIELD
YAMHILL-NEWBERG HWY.
GRANT
LINCOLN
HARRISON
MORTON
SHERIDAN
FRANKLIN
SHERMAN
HANCOCK
ILLINOIS ST.
17 ST.
18
19
20
1ST.
2ND.
3RD.
4TH.
5TH.
6TH.
7TH.
8TH.
9TH.
PACIFIC HWY. WEST
UNION OIL CO.
McMILLION
S.P.CO. R.R.
Spaulding R.R.
DAYTON AVE.
Proposed Project
City Limits
To Yamhill
To McMinnville
NEWBERG
Scale 1"=800'

E City Limits
WINDOSKIE HILLS
COLUMBIA
WILLAMETTE
CHEHALEM
ST.
7TH
6TH
5TH
4TH
3RD
2ND
1ST
Spaulding
DAYTON
To McMinnville
CHURCH
CARLTON WAY
RIVER
CENTER
20
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PACIFIC HWY WEST
SILVERTON HWY.
SCHOOL
COLLEGE
HOWARD
BLAINE
SHERMAN
GARFIELD
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SHERIDAN
MORTON
HARRISON
YAMHILL-NEWBERG HWY.
GRANT
LINCOLN
To Portland
EDWARDS
MERIDIAN
FULTON ST.
CHERRY ST.
EAST
MILLION
S.P.CO.R.R.
ILLINOIS
UNION OIL CO.
HILLSBORO
City Limits
To Yamhill

ER-I-3(1) Big Eddy-Dune Sec., Columbia River Hwy. 1949

#3200

NOTE

SEE ALSO

STATE JOB FILE

33-4207

#3022

RECEIVED
NOV 9 1951
FOR FILING

ER-I-3 (1)

3012

November 5, 1951

The Western Union Telegraph Company
San Francisco 6, California

Attention: Mr. K. O. Rodney

Gentlemen:

Reference is made to your inquiry of October 23, 1951, (File 2-3-8-78) concerning your Bill No. 27 in the amount of $43.41.

In December 1950, Mr. E. H. Hawks, auditor for the Highway Commission, called at your office and reviewed the charges on your original Bill No. 11667. His review of the original charges on Bill No. 11667 indicated that the work covered by the $43.41 charge was definitely done for the contractor, and his suggestion to you at that time was that the cost of the work be billed directly to the contractor, Newport, Kern & Kibbe, 7301 N. E. Halsey Street, Portland, Oregon.

We are returning all copies of the bill, and request that you follow our auditor's suggestion in billing the contractor directly for these charges as there is no legal way in which the Highway Commission can pay a contractor's bill.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

Attached

cc O. S. Parsons
K. H. Barbe

ASSIGNMENT

No. 3012

October 30, 1951

By

Description: Letter 10-23-51 from W. U. Telegraph Co. asking present status of bill No. 27 for expenses for patrolling lines between The Dalles and Arlington.

Acknowledged by _____ Referred to ___ GARDNER _____

Investigate and report with recommendation
such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for _____ signature

Assignment executed 11-6-51 Report received _____

Remarks:

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

THE WESTERN UNION TELEGRAPH COMPANY

PACIFIC DIVISION

SAN FRANCISCO 8, CAL.

W. S. FOWLER
GENERAL MANAGER

October 23, 1951
File 2-2-S-7D

Oregon State Highway Commission,
Salem, Ore.

Gentlemen:

Attention Mr. R.N.Baldock, Engineer.

On April 16, we mailed you our bill No. 27 in the amount of $43.41, our Est. #482-50 for expenses for patrolling lines between The Dalles and Arlington, Oregon, on the Big-Eddy-Dunn project account blasting.

It will be appreciated it if you will advise us the present status of this bill.

Very truly yours,

W. C. Williams

Rodney
Cashier.

RECEIVED
OCT 30 1951
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

RECEIVED
AUG 10 1951
FOR FILING
ADDRESS REPLY TO
THE DISTRICT ENGINEER
(NOT TO INDIVIDUALS)
REFER TO
REGISTERED-RETURN
RECEIPT REQUESTED
NO.

CORPS OF ENGINEERS, U.S. ARMY
OFFICE OF THE DISTRICT ENGINEER
PORTLAND, OREGON DISTRICT
628 PITTOCK BLOCK
PORTLAND 5, OREGON

August 8, 1951.

Corbit and Stotts,
Insurance Adjusters,
Corbett Building,
Portland 4, Oregon.

NOTED
W. C. WILLIAMS

Attention: Mr. R. O. Stotts.

Gentlemen:

Reference is made to your letter of November 29, 1950 and previous correspondence with this office regarding damage to a Government-owned well, resulting in pollution of the water supply, located near Five Mile Lock, The Dalles-Celilo Canal, caused by blasting operations of Newport, Kern and Kibbe, Contractor, for the Oregon State Highway Commission, during the early spring of 1950.

You were advised on October 23, 1950 that the Government would expect to be reimbursed in full covering all costs incurred in connection with repairs to the existing well, and any expenses which may be occasioned by loss of use thereof.

The Government has now completed repairs to its facility and the actual cost thereof amounted to $1,377.42 as evidenced by copy of bill inclosed. Therefore, it is requested that the Insurer or the insured forward to this office a certified check, draft or money order in the above amount, payable to the Treasurer of the United States, without delay to reimburse the Government for the damages sustained.

For the District Engineer:

Very truly yours,

RECEIVED
AUG 10 1951
ACCOUNTING DIVISION

Clifford C. Cowlishy,
Chief, Legal Branch.

1 Incl.:
Cy Bill for Col.

Oreg. State Hwy Comm.

Standard Form No. 1114
(General Regulations No. 100)
Form prescribed by Comptroller General, U. S.
Oct. 4, 1943—Reissued Nov. 16, 1944.

BILL FOR COLLECTION

Bill No. _____

Date _____

CORPS OF ENGINEERS, U. S. ARMY, PORTLAND DISTRICT
(Department or Establishment and Bureau or Office)

628 PITTOCK BLOCK, PORTLAND 5, OREGON
(Address)

PAYER:

Newport, Korn & Kibbe, Contractor
6706 - No. Bradford,
Portland, Oregon.

This bill should be returned by the payer with his remittance.

SEE INSTRUCTIONS BELOW.

Date	DESCRIPTION	Quantity	Unit Price: Cost	Unit Price: Per	Amount
Aug.30,1950 thru July 14,'51	Costs for repairs to a Government well near Five Mile Lock, The Dalles-Celilo Canal.				
	Charges for Labor, Equipment Rental, Materials and Supplies as follows:				
	Labor 465.62				
	Equipment 113.17				
	Materials & Supplies 641.36				1,220 14
	Field Supervision & Office Expense				79 31
					1,299 45
	Plus 6% District & Division O.H.				77 97
					1,377 42

** The office preparing the bill will insert below, with rubber stamp or overprint, name of city where collections are deposited.*

AMOUNT DUE THIS BILL, $ 1,377 42

This is not a receipt

INSTRUCTIONS

Tender of payment of the above bill may be made in cash, United States postal money order, express money order, bank draft, or check, to the office indicated. Such tender, when in any other form than cash, should be drawn to the order of the Treasurer, United States; also, if in the form of a United States postal money order, such money order should be drawn payable by the Postmaster at *_____

Portland, Oregon.
(Name of city where collections are deposited)

Receipts will be issued in all cases where "cash" is received, and only upon request when remittance is in any other form, in which event such receipt is not an acquittance until payment is received by the Treasurer of the United States.

Failure to receive a receipt for a cash payment should be promptly reported by the payer to the chief administrative officer of the bureau or agency mentioned above.

16—83003-2 U. S. GOVERNMENT PRINTING OFFICE

RECEIVED
FOR FILING

Multnomah
ER 123(1)
3200

NOTED
State Highway Engineer

November 6th, 1950

FINAL COST ANALYSIS
Grade, Surface & Oil

Columbia River Highway
Contract #3200

Newport Construction Co. and
Kern & Kibbe, Contractors
A. V. Benedict, Resident Engineer

Big Eddy-Dune Section
Prefix 33-1018-201(41)

Item	Amount	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
Clearing & Grubbing	All		$	$1,000.00	$289.18	$1,000.00
Struct. Exc., Unclass.	436.9	Cu. Yd.	4.16	5.00	1,815.63	2,184.50
General Exc., Unclass. Location "A"	37,967.5	" "	0.355	0.27	13,488.86	10,251.23
General Exc., Unclass Location "B"	69,314	" "	1.01	1.15	70,266.60	79,711.10
Short Overhaul	375,515	Yd. Sta.	0.018	0.02	6,929.72	7,510.30
Long "	10,362.8	C-Yd. Sta.	0.55	0.60	5,737.03	6,217.68
Finishing R/B & Slopes	2.2	Mile	276.81	300.00	614.52	666.00
Rounding Cutbanks	4,700	Lin. Ft.	0.14	0.20	667.33	940.00
12" Concrete Pipe	60	" "	1.51	2.00	90.31	120.00
18" " "	75	" "	2.49	2.96	187.36	222.00
24" " "	117	" "	3.74	4.00	437.03	468.00
St. Exc. for Walls	479.8	Cu. Yd.	3.13	3.00	1,502.75	1,439.40
Class "A" Concrete in Walls	237.22	" "	52.20	50.00	12,383.04	11,861.00
Metal Reinforcement in Walls	36,938	Lb.	0.104	0.10	3,856.37	3,693.80
Metal Guard Rail	2,000	Lin. Ft.	3.41	2.50	6,812.72	5,000.00
Wood Sight Posts	26	Each	4.62	2.00	120.19	52.00
3/4"-0" Reject Mat'l. in Cushion Course	2,161	Cu. Yd.	0.45	0.85	975.67	1,836.85
4½"-2" Rock in Base	11,228.5	" "	2.16	2.10	24,304.42	23,579.85
3/4"-0" Rock in Base and Shoulders	9,824	" "	2.16	2.10	21,267.49	20,630.40
Sprinkling	1,864.2	M/Gal.	1.61	2.50	2,998.72	4,660.50
Preparation of Base	2.22	Mile	305.97	200.00	679.25	444.00
Furnish & Place Aggregates	3,778	Cu. Yd.	3.10	3.00	11,725.99	11,334.00

Item	Amount	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
Furnish & Place RC-3 Asphalt in Binder	52.24	Ton	$49.32	$40.40	$2,576.46	$2,110.50
Furnish & Place 121-150 Asphalt	228.39	"	46.68	36.40	10,660.22	8,313.40
Preparing Soil & Seeding	6.63	Acre	39.67	50.00	263.01	331.50
Em. Asphalt in Slope Oiling	58.16	Ton	57.75	49.30	3,212.49	2,867.29
3/4"-½" Cr. Rock in SP	838.7	Cu. Yd.	1.99	2.10	1,666.37	1,761.27
½"-¼" Cr. Rock in SP	545	" "	1.99	2.10	1,084.81	1,144.50
¼"-0" Cr. Rock in SP	262.7	" "	1.99	2.10	523.79	551.67
PA #1, Cement Adj., Favor of State	- 29.69	Bbl.		4.01		- 119.06
PA #3, SC-1 Asphalt in Slope Oiling	11.99	Ton	46.60	49.30	558.69	591.11
PA #4, Surplus Cr. Rock in Stockpile	878.5	Cu. Yd.	1.85	1.50	1,621.83	1,317.75
PA #5, Purchase Wood Sight Posts	54	Each	3.10	1.50	167.27	81.00
Force Account					4,359.78	4,401.36
Force Account (EWO #3, Rock a/c)					32.24	110.48
Crushed Rock Sold to Vernie Jarl	3,086.9	Cu. Yd.	2.24	2.20	6,928.29	6,791.18
Crushed Rock Sold to The Dalles	5,105	" "	2.41	3.00	12,325.47	15,315.00
Extra Haul, The Dalles	708	Yd. Mi.	0.10	0.12	68.65	85.00
					$233,199.55	$239,476.56

Gross Revenue	$239,476.56
Total Cost	233,199.55
Net Profit	$ 6,277.01

Net Profit Equals 3.8% of Gross Revenue

Big Eddy-Dune

Detail of Cost

Labor:					
Supervision				$18,221.70	
Labor				68,371.59	
Labor Insurance				7,339.98	
					$93,933.27
Materials:					
Concrete Pipe:					
12"	60	lin. ft. at	$0.90	$54.00	
18"	75	" " "	1.60	120.00	
24"	117	" " "	2.40	280.80	
Metal Guard Rail:					
	2,000	lin. ft. at	$0.845	1,690.00	
	4	enc pieces at	$2.35	9.40	
	162	posts "	5.45	882.90	
		paint		60.60	
Wood Sight Posts:					
	80	each at	$2.95	236.00	
Asphalt:					
RC-3	52.24	ton at	$22.00	1,149.28	
121-150	228.39	" "	20.00	4,567.80	
Emulsion	58.16	" "	24.36	1,416.78	
SC-1	11.99	" "	20.00	239.80	
Freight	350.78	" "	3.80	1,332.96	
Demurrage				72.56	
Materials in Rock Wall				810.04	
Water Pipe and Connections				146.20	
					13,069.12
Equipment Rental & Misc.:					
Equipment Rental				$70,716.00	
Rented Equipment				654.00	
Gas, Oil and Grease				12,838.50	
Explosives				10,563.66	
Lumber				246.35	
Freight				537.51	
Small Tools & Misc.				3,542.92	
Royalty				993.25	
Bond				1,629.64	
Insurance including P.L. and P.D.				1,934.68	
Home Office and General Overhead				6,518.55	
					110,175.06
Subcontract on Concrete Wall					16,022.10
					$233,199.55

Remarks:

This was a "Federal Emergency Relief Project" calling for the construction, surfacing and type B-11 oiling of 2.22 miles of highway roadbed, the construction of 1,430 lineal feet of concrete retaining wall, the furnishing of 1,600 cubic yards of crushed rock in stockpile and incidental work as called for. The project was started September 26th, 1949, and completed June 24th, 1950.

The work was handled with a 1½ cubic yard shovel, two 6 cubic yard dumptors, two tournarockers, one 350 compressor, one 500 compressor, two wagon drills, three jackhammers, one blade, two 10-ton rollers, one 4-crusher crushing plant, two equipment transports, two flatbed trucks, six 5 cubic yard trucks, two water wagons, one D-8 tractor and dozer, one D-7 tractor and dozer, one 16 cubic yard carryall, one distributor, one retort, two pickups, one grease wagon, one toolhouse, one trailer office and miscellaneous small equipment. Grading was divided into two sections, Section "A" and Section "B". Section "A" was mostly sand with a small amount of rock. Section "B" was 100% solid rock. Section "B" was worked first with the equipment and because of the small amount of yardage in Section "A" the contractors elected to move the sand with the shovel, tournarockers and dumptors rather than bring in other equipment. The price bid for the material in this section was too low to be handled in this manner and a large loss was shown. Material in Section "A" was very tough lava rock with a thorough cut through the existing highway and buildings within a few feet of the cut slopes. In order to protect the buildings and allow traffic to get through the shooting had to be handled in an uneconomical manner and resulted in a very high drilling and shooting cost.

In producing the crushed rock required for the project the contractors elected to use the excavation material from the cut near the east end rather than the designated quarry. In order to use this material the amount required for the embankment areas material was borrowed from private areas. Fair progress was made by the crushing plant but low bid prices did not allow a profit. A considerable amount of material was produced for Vernie Jarl and the City of The Dalles. While the material produced for Jarl did not show a profit, high prices for The Dalles material allowed a good profit.

All concrete items were handled by subcontract at the bid prices with a resulting small loss to the contractors for overhead.

Oiling items were handled by the contractors' equipment rather than by the subcontract because a subcontractor could not be found who would handle the work at the bid price. Equipment used was not up to standard, labor and supervision were very poor, progress slow and a loss was shown for all items.

This project with the exception of the oiling had good equipment and supervision but incorrect methods of handling the common excavation, low bid prices and tough solid excavation allowed only a very small profit.

E. H. Clymer
Cost Analyst

By . . C. E. Paulsen

RECEIVED
NOV 1 - 1950
FOR FILING

ADDRESS REPLY TO
THE DISTRICT ENGINEER
(NOT TO INDIVIDUALS)

NPPEN
ERT-361
9200

REFER TO FILE NO. NPP-671.6 (The Dalles-Celilo)-1

CORPS OF ENGINEERS, U.S. ARMY
OFFICE OF THE DISTRICT ENGINEER
PORTLAND, OREGON DISTRICT
628 PITTOCK BLOCK
PORTLAND 5, OREGON

October 23, 1950.

NOTED
W. C. WILLIAMS

ORE STATE HWY COMM

Mr. R. O. Stubb,
Corbit and Stubb,
Insurance Adjusters,
Corbett Building,
Portland 4, Oregon.

Dear Sir:

Reference is made to your letter of October 16, 1950, File No. 2615, concerning pollution damage to a Government-owned water well at Five-Mile Lock on The Dalles-Celilo Canal, The Dalles, Oregon, caused by blasting operations of Rempert, Korn and Hibbs, contractors for the Oregon State Highway Commission.

It is apparent from the referenced letter that you do not desire to take any action to place the Government in its original position, but will be content to have this office do what is necessary to restore the existing well or drill a new one in a suitable location and then attempt to recover the Government's damages.

The reason this office has been negotiating with you all these months was to give you an opportunity to repair the existing well, drill a new one or to propose a reasonable settlement. Apparently you do not wish to follow such a course. Therefore, this office will now have to take such action as may be deemed in the best interests of the Government and upon the completion thereof seek reimbursement from the State of Oregon Highway Commission, the above-named contractor or his insurer.

This office now proposes to do the following:

a. Remove all the old pipe down to the elevation exposed in the original excavation some months ago when we tried to locate the trouble.

b. Install new pipe in place of the old to said elevation.

c. Check the water for pollution after completion of the above for a period of three months.

d. If this proves successful, this office will expect reimbursement of all costs incurred as a result of above repairs and any expenses resulting from loss of use of the well.

e. If, however, the above repairs do not prove successful, a new well will be drilled and this office will expect reimbursement of all costs expended in connection with repairs to the existing well, all charges incurred in drilling a new well, and any expenses which may be occasioned by loss of use of the existing well.

Unless this office is notified to the contrary, it will be assumed that you agree to the above-proposed course of action.

For the District Engineer.

Very truly yours,

Clifford G. Comisky,
Chief, Legal Branch.

cc: Ore State Hwy Comm
Kern & Kibbe
Fiscal Mr
Res Engr, The Dalles

RECEIVED
OCT 24 1950
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 30 1951
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

October 2, 1950

ERI 3 (1)

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon ERI 3(1)
Big Eddy-Dune

Dear Sir:

We are forwarding herewith for your files an executed copy of a modification of agreement for the above project.

Very truly yours,

W. H. LYNCH
Division Engineer

By: L. J. Caufield
L. J. Caufield
Principal Highway Engineer

Encl.

Jlos

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on September 14, 1949, by the Oregon State Highway Commission and on behalf of the Commissioner of Public Roads, the said parties entered into an agreement for the improvement of that certain highway described therein and designated as Oregon Emergency Relief Project No. ERI-3(1); and

WHEREAS, the said Highway Department has requested approval of a revision of the estimate approximately in line with final construction quantities and by reason thereof has requested that the approved estimate of cost be increased from $249,920.68 to $266,865.52 and that the Federal funds approved and set aside to the credit of the project be increased from $155,000.00 to $162,966.00;

NOW, THEREFORE, it is hereby mutually agreed by and between the said Highway Department and the Commissioner that the estimate be revised in the manner above indicated and that the said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

"Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of one hundred sixty-two thousand, nine hundred sixty-six and 00/100 dollars ($162,966.00), as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof;"

Article IV shall read:

"Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of one hundred sixty-two thousand, nine hundred sixty-six and 00/100 dollars ($162,966.00), which does not exceed the authorized Federal pro rata share of two hundred sixty-six thousand, eight hundred sixty-five and 52/100 dollars ($266,865.52), the approved total estimated cost of said project."

Except as herein specifically modified, the said project agreement shall remain in full force and effect.

Showing of authority of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

IN WITNESS WHEREOF the parties have hereunto affixed their signatures on September 25, 1950.

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

Attest

SECRETARY

OREGON STATE HIGHWAY COMMISSION

By _____
Chairman, State Highway Commission

By _____
Member, State Highway Commission

By _____
Member, State Highway Commission

COMMISSIONER OF PUBLIC ROADS,

By _____
Division Engineer
U. S. Bureau of Public Roads.

RECEIVED SEP 29 1950 DIVISION 8

Oregon Emergency Relief Project No. ERI-3(1)

RECEIVED
SEP 19 1950
FOR FILING

Files

ER1-3(1)
3200
(CONTRACT NO.)

OREGON STATE HIGHWAY COMMISSION
(date)
Sep. 15, 1950

(EST. NO.) (CONTRACTOR)

3200	13 Final	Newport Constr. Co. & Korn & Kibbe	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
15079	441	$ 7,875.35	9/15/50

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date:

Time Extensions:

Completion Date:

Date Accepted:

Penalties:

Claims:

Remarks:

Date:

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

NOTED ON CARD
1-18-51 gl

Warrant Mailed: SEP 18 1950

OREGON STATE HIGHWAY COMMISSION
(date)
Sep. 15, 1950

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3200	13 Final	Newport Constr. Co. & Kern & Kibbe	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
15079	441	$ 7,875.35	9/15/50

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: July 31, 1950

Time Extensions: None required

Completion Date: June 24, 1950

Date Accepted: Aug. 21, 1950

Penalties: None of record

Claims: None of record

Remarks:

Date: 9-18-50

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed:

RECEIVED
AUG 30 1950
FOR FILING

ER-1-3-(1)

3200

August 29, 1950

Maryland Casualty Co.
Baltimore 3
Maryland

Gentlemen:

Please be advised that State Highway Contract No. 3200, for work on the Big Eddy-Dunes Section of the Columbia River Highway in Wasco County, has been completed by the contractor, Newport Construction Co. and Kern & Kibbe, and that final payment in the amount of $7,875.35 will be made on or after September 8, 1950.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $217,265.38, of which amount $4,511.84 represents force account items. This contract was completed June 24 and accepted by the Highway Commission August 21, 1950.

We are sending you this notice as you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Hansen & Rowland, Inc.
611 Henry Bldg.
Portland 4, Oregon

Hansen & Rowland, Inc.
Yacoma, Wash.

RECEIVED
AUG 1950
FOR FILING

ER 1 3 1

August 17, 1950

Mr. T. M. Davis, District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate as basis for modified agreement and one copy of program change form for the Big Eddy-Dumo Section Project No. ERL-3 (1) in which estimate the quantities have been revised to conform with the approximate final construction quantities and the set up of Federal funds based on the approximate final construction cost.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWWcw

Encl.

MEMO TO:

BUREAU OF PUBLIC ROADS, DEPARTMENT OF COMMERCE

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE

T. M. Davis
(District Engineer)

FROM: R. H. Baldock
(State Highway Engineer)

August 17, 1950
(Date)

The following major program change of the individual project is requested:

Oregon
(State)

Emergency Relief Program
(Previous program)

(Date of approval)

COUNTY: Wasco

Route No. FA-1

	Item No.	Project No.	Termini	Project Cost: Class of Work	Total Cost	Federal Funds	State Funds	Length Miles	Character of Proposed Work
ITEM AS NOW PROGRAMED		ERI-3 (1)	Big Eddy to Dune	Survey-Plans					Talus Topping (0.351 mi.) Gr., Dr., 2-lane intermediate type surfacing (2.221 mile)
				Right-of-Way					
				Construction	249,921	155,000	94,921		
				TOTAL	249,921	155,000	94,921	2.572	
REQUESTED REVISION		ERI-3 (1)	Big Eddy to Dune	Survey-Plans					Same
				Right-of-Way					
				Construction	266,866	162,966	103,900		
				TOTAL	266,866	162,966	103,900	2.572	

Program Balance of _____ funds subsequent to approval of this and previously recommended changes is $_____

Program Revision Request

Reason for change Revise estimated quantities in project agreement estimate to approximate final construction quantities and to revise set up of Federal funds on basis of approximate final construction cost.

Date August 17, 1950

By R. H. Baldock
(State Highway Engineer)

Recommended for Approval: _____ _____
(District Engineer) (Date)

Recommended: _____ _____
(Division Engineer) (Date)

Approved: _____ _____
(Acting Commissioner) (Date)

U. S. GOVERNMENT PRINTING OFFICE 16—61660-1

Oregon State Highway Department

Emergency Relief
Project No. ERI-3 (1)

BIG MUDDY-DUBE SECTION OF THE

COLUMBIA RIVER HIGHWAY IN WASCO COUNTY

(Estimate as basis for modification of project agreement. Based on approximate final quantities.)

Salem, Oregon, August 10, 1950

Type Code 1010
Repair Flood Damage and Provision for Traffic
Sta. 1293+92.6 to 1312+50 (Contract No. 3022)

Work Performed at Agreed Unit Prices

5,634	cu. yds.	Talus Materials in Place	$ 1.50	$ 8,451.00
		Subtotal		$ 8,451.00
		10% Engr. & Cont.		845.10
		Total		$ 9,296.10

Length 0.351 mile
Cost per mile $26,484.61

Type Code 5251
Roadway (Sta. 1312+50 to 1429+77)

Repair Flood Damage and Provision for Traffic
(Contract No. 3022)

Work Performed at Agreed Unit Prices

10,529	cu. yds.	Talus Materials in Place	$ 1.50	$ 15,793.50
10,529	yd. mi.	Additional Haul	0.125	1,316.12

Force Account Work

All Required	Extra Work Order No. 1 (Additional Work not covered by Contract, - Cat and Scraper Excavation, Cattle Guards on Detour, Etc.)	5,000.00
		$ 22,109.62

Grading, Surfacing and Bituminous Macadam
(Contract No. 3200)

All Required		Clearing and Grubbing		$ 1,000.00
450	cu. yds.	Structural Excavation, Unclassified	$ 5.00	2,250.00
38,000	cu. yds.	General Excavation, Locations "A", Unclassified	0.27	10,260.00
69,000	cu. yds.	General Excavation, Locations "B", Unclassified	1.15	79,350.00
376,000	yd. stas.	Short Overhaul	0.02	7,520.00
10,400	C-yd. stas.	Long Overhaul	0.60	6,240.00
2.22	miles	Finishing Roadbed and Slopes	300.00	666.00
5,500	lin. ft.	Rounding Cutbanks	0.20	1,100.00
70	lin. ft.	12" Concrete Pipe	2.00	140.00
90	lin. ft.	18" Concrete Pipe	2.96	266.40
100	lin. ft.	24" Concrete Pipe	4.00	400.00
480	cu. yds.	Structural Excavation for Walls	3.00	1,440.00
30	cu. yds.	Excavation Below Elevation Shown	10.00	300.00
240	cu. yds.	Class "A" Concrete in Walls	50.00	12,000.00
38,000	lbs.	Metal Reinforcement in Walls	0.10	3,800.00
2,000	lin. ft.	Metal Guard Rail	2.50	5,000.00
80	only	Wood Sight Posts	2.00	160.00
3,000	cu. yds.	3/4" - 0" Reject Material in Cushion Course	0.85	2,550.00
12,800	cu. yds.	4½" - 2" Rock in Base	2.10	26,880.00
10,500	cu. yds.	3/4" - 0" Rock in Base and Shoulders	2.10	22,050.00
1,100	M-gals.	Sprinkling	2.50	2,750.00
2.22	miles	Preparation of Base	200.00	444.00
3,700	cu. yds.	Furnishing and Placing Aggregate	3.00	11,100.00
50	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	40.40	2,020.00
250	tons	Furnishing and Placing 121-150 Asphalt	36.40	9,100.00
6	acres	Preparing Soil and Seeding	50.00	300.00
60	tons	Emulsified Asphalt in Slope Oiling	49.30	2,958.00
				$212,044.40

Subtotal	$234,154.02
10% Engr. & Cont.	23,415.40
Total	$257,569.42

Length	2.221 miles
Cost per mile	$115,970.02

SUMMARY OF COSTS

Roadway (Sta. 1293+92.6 to 1312+50)	$ 9,296.10	$ 5,677.00	$ 3,619.10
Roadway (Sta. 1312+50 to 1429+77)	257,569.42	157,289.00	100,280.42
	$266,865.52	$162,966.00	$103,899.52

State Funds for Construction: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, laws 1939.
State Funds for Maintenance: Chap. 529, laws 1939.

Form E-1—634—1-48

ER-1-3(1)

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 1, 1950, 19

Section Big Eddy - Dune

Highway Columbia River

Contractor Newport, Kern & Kibbe

Date of Contract July 22, 1949, 19

Date work started Aug. 5, 1949, 19

Amount of contract $200,000

Estimated cost of completed project, exclusive of engineering $215,000

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date $12,250, 6.0 %

Kind of work Grading & Bit. Macadam Surfacing.

Section prefix 55-1018

Contract number 5200

Date of completion July 31, 1950, 19

Estimated date of completion , 19

Per cent of time elapsed %

Date project was completed June 24, 1950, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi-final estimate ready for assembly when contractor returns balance of Extra Work bills and Price Agreements for surplus materials on hand.

FINAL REPORT.

NOTED
E. M. [illegible]

Signed O. V. Bennehoff

Address P.O. Box 420, The Dalles

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheep-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
JUN 5 - 1950
OFFICE OF
CONSTR. ENGINEER

RECEIVED
AUG - 7 1950
FOR FILING

ER-1-3(1)

3300

August 4, 1950

Maryland Casualty Co.
Baltimore 3
Maryland

Gentlemen:

You are advised of the intention of the State Highway Commission to make semi-final payment to Newport Construction Co. and Kern & Kibbe, on contract No. 3200, for grading and surfacing on the Big Eddy-Dune Section of the Columbia River Highway in Wasco County. This payment, in the amount of $4,598.77, will be made on or after August 14, 1950. The retained percentage is $6,476.60.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Hansen & Rowland, Inc.
611 Henry Bldg.
Portland 4, Oregon

Hansen & Rowland, Inc.
Puget Sound Bank Bldg.
Tacoma, Washington

NOTED ON CARD
8-11-50 gl

RECEIVED
APR 21 1950
FOR FILING

ER-1-3(1)

3200

July 20, 1950

Maryland Casualty Co.
Baltimore 3
Maryland

Gentlemen:

You are advised of the intention of the State Highway Commission to release to Newport Construction Co. and Kern & Kibbe a portion of the funds that heretofore have been retained by the Commission, in connection with contract No. 3200 covering the Big Eddy-Dune Section of the Columbia River Highway in Wasco County. This payment, which is in the amount of $20,950.88, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $6,334.37. The present payment will be made on or after July 31, 1950.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is sent to you because you appear as a surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Hansen & Rowland, Inc.
611 Henry Bldg.
Portland 4, Oregon

Hansen & Rowland, Inc.
Puget Sound Bank Bldg.
Tacoma, Washington.

NOTED ON CARD
7-21-50 gf

RECEIVED
JUN 28 1950
FOR FILING

ER-1-3(1)

320.

June 26, 1950

Mr. T. H. Davis, District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

This is to advise you that work was completed on June 24, 1950 on Contract No. 3200, Big Eddy-Dunn Section, in connection with Federal Aid Project No. BRI-3 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

HHP:ew

cc: John Cattrall

RECEIVED
JUN 8 1950
FOR FILING

ER-I-3(1)

3202

June 7, 1950

The District Engineer
Corps of Engineers, U. S. Army
628 Pittock Block
Portland 5, Oregon

Dear Sir:

Reference is made to Mr. Gumisky's letter of June 2, regarding the pollution of the domestic water supply at Five-Mile Station.

This matter was called to the attention of the contractor some time ago, and he was of the opinion that he was protected by his insurance against damages from shooting. At about the same time our engineers reported that they had investigated the matter and that the water had apparently cleared up.

We have again called this condition to the attention of the contractor, who is investigating the action taken by his surety. We will report further as soon as we hear from him.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

H. C. Williams
Assistant State Highway Engineer

cc Mr. H. G. Smith
Mr. W. E. Chandler

ADDRESS REPLY TO
THE DISTRICT ENGINEER
(NOT TO INDIVIDUALS)

NPPVL

CORPS OF ENGINEERS, U.S. ARMY
OFFICE OF THE DISTRICT ENGINEER
PORTLAND, OREGON DISTRICT
628 PITTOCK BLOCK
PORTLAND 5, OREGON

June 2, 1950.

REFER TO FILE
NO. NPP 680.4
(The Dalles-Celilo)-1.1

Oregon State Highway Commission,
State Office Building,
Salem, Oregon.

Attention: Mr. W. C. Williams, Assistant
State Highway Engineer.

Gentlemen:

Reference is made to your letter of March 30, 1950, in reply to letter from this office dated March 27, 1950, relating to corrective measures to be taken to eliminate a condition which has resulted in a Government domestic water supply well having become polluted located at Five-Mile Station caused by your contractor while engaged in construction operations in relocating a portion of the highway in the vicinity of the Dalles-Celilo Canal.

In your letter you stated that an immediate investigation was being conducted and this office would be advised as to contemplated action to be taken. To date no reply has been received as to what your intentions are regarding this matter.

Please advise at an early date what remedial action your office has taken regarding this matter to eliminate the condition complained of. An immediate reply is desired.

For the District Engineer:

Very truly yours,

Clifford C. Comisky,
Chief, Legal Branch.

RECEIVED
JUN 6 1950
OREGON
STATE HIGHWAY COMMISSION

NOTED
W. C. WILLIAMS

RECEIVED
APR 14 1950
FOR FILING

ER 1-3 (1)
3200

1716

April 13, 1950

Mr. T. H. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2, covering the construction of a rock wall in front of the landscaped area of the Government housing at Big Eddy on the Big Eddy-Dams Section of the Columbia River Highway in Wasco County, Contract No. 3200, in connection with Federal Aid Project No. [illegible] (1).

This work is demanded by the U. S. Engineers for protection of property occupied by the U. S. Government.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DHP:gs

Encl.

RECEIVED
APR 5 - 1950
FOR FILING

EX-I-3(1)
320

File

NEWPORT, KERN & KIBBE
GENERAL CONTRACTORS
7031 NORTHEAST HALSEY STREET
PORTLAND 16, OREGON
TELEPHONES: KE 7559
KE 7560

April 3rd, 1950

NOTED
W. C. WILLIAMS

Oregon State Highway Commission
Salem
Oregon

Attention: W. C. Williams
Assistant State Highway Engineer

Gentlemen:

Your letter of March 31st, refering to the presumed effect on well water from blasting operations at Five Mile Station, our operations at the Dalles, has been received. In compliance with your suggestion we are refering this matter to our Insurance Company.

Very truly yours,

NEWPORT, KERN & KIBBE

E. L. Nortell

ELN/hlb

E. L. Nortell
Office Manager

Copies made for H. H. Smith

RECEIVED
APR 1 1950

RECEIVED
APR 3 - 1950
FOR FILING

ER-1-3-11
3200

FILE

March 31, 1950

1804

Newport Construction Company
and Kern and Kibbe
7051 N. E. Halsey Street
Portland, Oregon

Gentlemen:

We are in receipt of a letter from the Corps of Engineers, signed by Lt. Col. George A. Finlayo, advising that on two different occasions water from the well at Five Mile Station, located on the north edge of the highway at Station 1337/80, became muddy immediately after blasting operations and that the water since does not conform with the accepted bacteriological standards of purity for drinking water.

We feel that the damage, if done by your blasting operations, is undoubtedly covered in your insurance protection, and suggest that you refer the matter to your bonding company.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

cc Mr. H. O. Smith
Mr. W. E. Chandler
Mr. A. V. Benedict

1950

FOR FILING

E-16

March 30, 1950

The District Engineer
Corps of Engineers, U. S. Army
628 Pittock Block
Portland 5, Oregon

Dear Sir:

Receipt is acknowledged of your letter of March 27 having reference to construction operations at the Dallas-Calilo Canal, in which letter you indicate the need of a retaining wall and corrective measures to eliminate impurity of water supply.

We will make an immediate investigation of these matters and advise you as to our contemplated actions.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:ms

cc Mr. H. C. Smith

ASSIGNMENT

No. 1916
By [redacted]

[illegible] 30, 1950

Description: Letter of March 27, 1950 from U. S. Army Engineers, Portland, re construction operations at the Dalles-Celilo Canal

Acknowledged by [redacted] Referred to H. G. Smith

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for _____ signature

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Assignment executed _____ Report received _____

Remarks:

3-31-50 mc

Easement on file in Right of Way

Department.

ADDRESS REPLY TO
THE DISTRICT ENGINEER
(NOT TO INDIVIDUALS)
NPPVL

CORPS OF ENGINEERS, U.S. ARMY
OFFICE OF THE DISTRICT ENGINEER
PORTLAND, OREGON DISTRICT
628 PITTOCK BLOCK
PORTLAND 5, OREGON

March 27, 1950.

REFER TO FILE
NO.

Oregon State Highway Commission,
State Building,
Salem, Oregon.

Gentlemen:

Reference is made to an easement dated November 16, 1949, from the Government to the State of Oregon through its State Highway Commission, containing the following provision and condition:

"That any property of the United States damaged or destroyed by the grantee incident to the use and occupation of the said premises shall be promptly repaired or replaced by the grantee to the satisfaction of the said District Engineer, or in lieu of such repair or replacement the grantee shall, if so required by the said District Engineer, pay to the United States money in an amount sufficient to compensate for the loss sustained by the United States by reason of damages to or destruction of Government property."

Our Resident Engineer at the Dalles-Celilo Canal project reports that on two different occasions water from the well at Five-Mile Station, located on the north edge of the highway at approximately Station 1337+20, became muddy immediately after blasting operations were performed by your contractor engaged in the highway relocation construction thereat.

From time to time water samples from this well have been tested by the Wasco-Sherman Public Health Department for several years past with no unfavorable reports prior to January 16, 1950. Tests of samples taken from this well January 11 and 24, February 1, and March 1, 1950, indicate that the water does not conform with accepted bacteriological standards of purity for drinking water.

Chlorine treatment was introduced after the first unfavorable report was received, but this has not proven effective. This matter has necessitated employees to either procure drinking water from Big Eddy or to boil their drinking water. It is requested that you take immediate steps towards providing necessary pure water at subject location in accordance with the afore-cited agreement.

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

NOTED
W. C. WILLIAMS

Oregon State Highway Commission. March 27, 1950.

At the time the Oregon State Highway Commission requested the aforementioned easement, no profile of the proposed highway relocation was submitted.

Construction currently in progress discloses that the cut on the south side of the new roadway at Station 1334+42 is 1.6 feet and at Station 1337+38 the cut is 12.6 feet. Slope of cut is 1/2 to 1. (Drawing No. D-37-15.)

The land adjoining the highway between the stations mentioned is utilized for lawn purposes by the Government. The soil is very sandy and will not stand on a 1/2 to 1 slope, and experience dictates that wind and water erosion will ruin the Government lawn which has been considerably reduced in size already by the highway construction.

In accordance with the provision of the easement dated November 16, 1949, quoted in the first paragraph hereof, it is requested that the Oregon State Highway Commission construct either a concrete or masonry retaining wall along the south side of their right-of-way between Stations 1334+42 and 1337+38.

This matter has been previously discussed with Mr. Benedict at The Dalles, Oregon, by our Resident Engineer, Mr. Wheeler Rucker. Your prompt attention towards remedying the situation described herein will be greatly appreciated by the Government. An acknowledgment to this letter and an indication of your intentions in response to our request would be appreciated.

For the District Engineer:

Very truly yours,

George A. Finley,
Lt. Col., Corps of Engineers,
Executive Officer.

RECEIVED
MAR 29 1950
OREGON
STATE HIGHWAY COMMISSION

cc Mr. W. C. Williams

RECEIVED
MAR 28 1950
FOR FILING

ER-T-3(1)

3209

March 24, 1950

Mr. Chas. H. Reynolds
State Highway Commissioner
P. O. Box 698
La Grande, Oregon

Dear Mr. Reynolds:

I have investigated progress of the construction work on the Big Eddy-Dune Section of the Columbia River Highway east of The Dalles and give you the following report:

The grading is now 92 per cent complete, and all the grading and finishing of roadbed over the 2.22-mile section will be completed within two weeks, with the exception of the large rock cut near the westerly end of the project. Materials from this cut will be used for crushed rock with which to construct the rock surfacing and bituminous macadam, so that the cut itself will not be finished until after the contractor has completed his crushing operations. The contractor has blasted materials in the cut, so that they are ready for the crushing plant. The crushing plant to be used on this job is now working on the Holdman Junction-Campbell Ranch Section of the Athena-Holdman Secondary Highway and has approximately two weeks work left on that project. This means the crushing plant will be ready to move to the Big Eddy-Dune Section about April 5. The plant should be ready to operate at the new setup before the end of April.

It will take approximately 30 days to crush rock for the Big Eddy-Dune Section, which means that crushing will be completed and the rock surfacing placed by May 30. The bituminous macadam wearing surface should be completed, as well as all other parts of the contract, by the end of June.

The specified time limit on this project is July 31, and it appears the contractor is well within the time schedule and is proceeding quite satisfactorily.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:me hi
cc Mr. W. C. Williams

RECEIVED
DEC 27 1949
FOR FILING

T. H. BANFIELD, CHAIRMAN
PORTLAND
BEN. R. CHANDLER, MEMBER
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

E I 3 (1)

December 21, 1949

RECEIVED
WILLIAMS

Corps of Engineers, U. S. Army
Office of the District Engineer
Portland, Oregon, District
628 Pittock Block
Portland 5, Oregon

Re: NPP 680.4 (Bonneville Dam, Oreg. - Oregon State Highway Com.

NPP 680.4 (Dalles-Celilo Canal, Oreg. Oregon State Highway Com.

R 13650 R 15358

Attention: Mr. O. L. Hoffman
District Real Estate Officer

Gentlemen:

I have given considerable thought and study to your letter of December 12, 1949, regarding the interpretation and intent of the provisions contained in the easements under the above file covering the location of the new Columbia River Highway on the Eddy-Dune Section in Wasco County, and the easement across government land within the Bonneville Dam project for a connecting road.

We are of the opinion that a literal interpretation of the language used in these two easements could well be beyond the lawful authority of the Highway Commission to accept as a condition to acquiring these property rights, as set forth in my letter to you dated December 6, 1949. However, inasmuch as you point out that the language used is a standard form which has been promulgated by the Department of the Army and in use for a number of years, and inasmuch as it would appear to be very difficult to secure a change in the language, which would necessitate approval by the Secretary of the Army himself, we have decided to accept the two above-mentioned easements as now drafted, with the understanding and upon the condition that the language, terms, and provisions set forth in these easements be interpreted pursuant to your interpretation of the same and your explanation of the intent of the Government in including these provisions, as set forth in your letter to us of December 12, 1949, and particularly with respect to your comments contained therein regarding the interpretation of what is meant by "general supervision" and the following statement: "The District Engineer does not seek to decide for you the manner or type of construction, the extent or nature of repairs, the manner or extent of traffic control, or other powers delegated to you by the State Legislature."

Thank you for your courteous and prompt reply to my recent letter.

Yours very truly,

J. M. DEVERS

By

C. W. ENFIELD
Assistant Counsel

CWE:avh
cc - W. C. Williams
Earl Saling

RECEIVED
NOV 16 1949
FOR FILING

ERT-3(1)
3200

November 15, 1949

Mr. T. H. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work covering the relaying of two water mains at Station 1336 on the Big Eddy-Dune Section of the Columbia River Highway in Wasco County, Contract No. 3200, in connection with Federal Aid Project No. RRL-3 (1).

This work is necessary to lower the existing water pipes to conform to the new highway grade.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Asst. State Highway Engineer

Encl.
HHP:ced

RECEIVED
DEC 13 1949
FOR FILING

MONTANA
OREGON
IDAHO
WASHINGTON

BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF COMMERCE
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

October 4, 1949

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon ERI-3(1)
Big Eddy-Dume Section
of the Columbia River Hwy.

Dear Sir:

Enclosed herewith for your files is an executed copy of an agreement for the above project.

Very truly yours,

W. H. Lynch
Division Engineer

By: L. J. Caufield
L. J. Caufield
Principal Highway Engineer

Encl.

RECEIVED
OCT 5 1949
OREGON
STATE HIGHWAY COMMISSION

For

Form PR 2 (Revised 1946)

Apr 7766

State Oregon

Emergency Relief

Project No. ERI 3(1)

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 14 day of September, 1949,

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 9th day of July, 1949, a program, which was approved as of the 1st day of June, 1949, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 1st day of June, 1949; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of one hundred fifty-five thousand and 00/100

dollars ($155,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

GPO 16—11279-6

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 1293+92.6 in the SE 1/4 Section 30, T. 2 N., R. 14 E., W.M., and survey station 1429+77 in the NW 1/4, Section 22, T. 2 N., R. 14 E., without exception

, length 2.572 miles, in [redacted] County, being Oregon Emergency Relief project No. ERI-3(1), consisting of 2.572 miles of roadway and [redacted] bridges, [redacted] of more than 20 feet clear span, [redacted]

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

16—11870-2

(b) Whenever in this contract or in any document made a part thereof the terms "Public Roads Administration", "Federal Works Agency", "Federal Works Administrator", "General Services Administration", or "Administrator of General Services" appear, they shall include or have reference to "Bureau of Public Roads" or the "Department of Commerce" or the "Secretary of Commerce", as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949.

HIGHWAY DEPARTMENT
for said project have been made available
(Include date and citation of
1939, Chap. 529, Laws 1939

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of _____ one hundred fifty-five thousand and 00/100 _____ dollars ($155,000.00), which does not exceed the authorized Federal pro rata share of _____ two hundred forty-nine thousand nine hundred twenty and 68/100 _____ dollars ($249,920.68), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to _____ the State Treasurer _____ (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: _____ (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 212

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

Attest [signature] SECRETARY

By [signature]
Chairman, State Highway Commission
(Title of officer)

RECOMMENDED FOR APPROVAL:
[signature]
STATE HIGHWAY ENGINEER

By _____
Member, State Highway Commission
(Title of officer)

By [signature]
Member, State Highway Commission
(Title of officer)

By _____
_____
(Title of officer)

By _____
_____
(Title of officer)

By _____
_____
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By [signature]
Acting *Division Engineer,*
Public Roads Administration.

U. S. GOVERNMENT PRINTING OFFICE 16—11379-2

RECEIVED
SEP 23 1929

RECEIVED
AUG 24 1949
FOR FILING

ER-1-301

3200

August 24, 1949

Newport Construction Company and Kern & Kibbee
7031 N. E. Halsey Street
Portland, Oregon

Gentlemen:

We enclose herewith for your records and files a fully executed copy of Contract No. 3200, which was awarded to you on July 22, 1949, by the State Highway Commission, covering grading and bituminous macadam surfacing on the Big Eddy-Dunes Section of the Columbia River Highway.

An executed copy of the above contract is also being sent to the surety on your bond.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fm

Enc.

M. R. NEWPORT
VICE-PRESIDENT

H. R. NEWPORT
PRESIDENT-TREASURER

A. NIELSEN
SECRETARY

NEWPORT CONSTRUCTION CO.

INCORPORATED 1904

GENERAL CONTRACTORS

N. E. 7031 HALSEY ST. - PORTLAND, ORE.

TELEPHONES

[redacted] KE 7559

August 13, 1949

Oregon State Highway Commission
Salem,
Oregon

Attention: Mr. H. B. Glaisyer
Secretary

Gentlemen:

Enclosed information from the minute books from the corporations Newport Construction Company and Kern & Kibbe, along with certificates, will verify for your records that M. R. Newport is Vice President for the Newport Construction Company and is Assistant Secretary for the corporation Kern & Kibbe. Also that E. L. Nortell is Assistant Secretary for the corporation Newport Construction Company.

This information was requested to assist you in completing the contract awarded to Newport, Kern & Kibbe, contract No. 3200, Big Eddy-Dune section of the Columbia River Highway.

Very truly yours,

NEWPORT CONSTRUCTION COMPANY

By E. L. Nortell
E. L. Nortell
Assistant Secretary

RECEIVED
AUG 15 1949
OREGON
STATE HIGHWAY COMMISSION

C E R T I F I C A T E

STATE OF OREGON)
: ss
COUNTY OF MULTNOMAH)

I, E. L. NORTELL, assistant secretary of Newport Construction Company, an Oregon Corporation, certify that the attached are true copies from the minute book of the said corporation.

I further certify that the authorities granted in the attached resolutions have never been modified nor cancelled.

IN TESTIMONY WHEREOF, I have set my hand over my official title and affixed the seal of said corporation hereto on this 10th day of August, 1949.

E. L. Nortell
Assistant Secretary of
Newport Construction Company,
an Oregon corporation

(SEAL)

COPY

NEWPORT CONSTRUCTION COMPANY

REGULAR ANNUAL MEETING OF STOCKHOLDERS

The annual meeting of the stockholders of the above corporation was held on the second day of March, 1938, at 4:00 P.M. at the office of the corporation, 7031 N. E. Halsey Street, Portland, Oregon.

The following named stockholders, H. R. Newport - M. R. Newport, - M. L. Newport, - and Robt. Brooke, were present in person at the opening of the meeting, continued to be present throughout the meeting, and took part in all the doings thereat.

The president of the corporation, H.R.Newport, presided.

The secretary, Robt. Brooke, kept the minutes of the meeting.

The resignation of the vice-president, M. J. Barthel, was accepted and M. R. Newport was elected vice-president in his stead, all the stockholders voting in the affirmative and none in the negative.

The matter of signing proposals and contracts for work and other papers in the absence of the president was discussed in relation to the inconvenience of having to get such proposals, contracts, etc. into the hands of the president, be being frequently absent from the office and from the city. At the termination of the discussion it was decided to amend the by-laws and a resolution was proposed, seconded and unanimously adopted as follows:

RESOLVED, that Article 6 of the by-laws be amended to read "The Vice-President is hereby authorized to sign all proposals for work, applications for bid bonds, surety bonds, contracts and other necessary papers required in the transaction of the business of the corporation."

The continuance of H. R. Newport, M. R. Newport, and Robt. Brooke as directors of the corporation was ratified and confirmed by all the stockholders present.

Thereupon the meeting adjourned.

A true record

Attest:

(signed) H. R. Newport
President of the Corporation

(signed Robt. Brooke
Secretary of the corporation

A true copy of Minutes of the above date.

H.R. Newport-Pres
H. R. Newport

NEWPORT CONSTRUCTION COMPANY

REGULAR ANNUAL MEETING OF DIRECTORS

Pursuant to Article III of the by-laws, the regular annual meeting of the board of directors of Newport Construction Company, a corporation, was held at the company offices, 7031 N. E. Halsey Street, Portland, Oregon at 4:00 P.M., March 2, 1948.

Directors Present were: H. R. Newport

M. R. Newport

The president, H. R. Newport, presided.

The matter of officers to serve for the year 1948 was presented by Mr. H. R. Newport.

At the board of directors meeting of March 4, 1947, Mr. M. R. Newport was appointed acting secretary, due to the illness of Mr. A. Nielsen, then secretary. Mr. M. R. Newport continued as secretary pro tempore since the demise of Mr. Nielsen. Motion was made, duly seconded and passed unanimously that Mr. M. R. Newport be elected secretary of the corporation.

Secretarial duties being an addition to Mr. M. R. Newport's duties as vice-president it was suggested that Edmond L. Nortell act as assistant secretary of the corporation.

The following resolution was duly moved, seconded and unanimously adopted that Edmond L. Nortell, using signature as E. L. Nortell, be appointed assistant secretary of this corporation with the authority and duty to keep the books and records of the corporation and, when required, to certify as assistant secretary to corporate action taken by the stockholders, the Board of Directors, or its president or vice-president.

There being no further business to come before the meeting, on motion the meeting stood adjourned.

Dated March 2, 1948

A true record

M R Newport
Secretary

H R Newport
President

STATE OF OREGON)
: ss
COUNTY OF MULTNOMAH)

I, JAY BOWERMAN, Secretary of Kern & Kibbe and custodian of the corporate seal and minute book of said corporation, do hereby CERTIFY that on July 20, 1949, at a meeting of the directors of said corporation with a quorum present, a resolution was introduced and upon motion was unamimously adopted which resolution is as follows: as the same appears in the minute book of the corporation in my possession, to-wit:

> "Resolved: That Marshall R. Newport be, and he is hereby, appointed assistant secretary of this corporation with the same power and authority to sign papers as is reposed in the secretary under the provisions of the by-laws."

That said resolution has not been annulled, rescinded or modified and is still in full force and effect.

IN WITNESS WHEREOF I have hereunto set my hand over my official title and affixed the seal of said corporation hereto all on this 12th day of August, 1949.

Jay Bowerman
Secretary of Kern & Kibbe, an Oregon corporation

(SEAL)

C E R T I F I C A T E

* * * * * * * * * * * * * * * * *

STATE OF OREGON)
: ss
COUNTY OF MULTNOMAH)

I, JAY BOWERMAN, secretary of Kern & Kibbe, an Oregon corporation, do hereby certify that the attached copy of Section 1 of Article I and that part of Section 2 dealing with the duties of the president, vice-president and general manager, of the By-Laws of Kern & Kibbe, are a full, true and correct copy of that portion of said By-Laws therein set forth as the same appear in the records of said corporation now in my possession as secretary.

I further certify that at a meeting of the directors of said corporation, duly called and held at the office of said corporation on January 24, 1938, a resolution was adopted of which thereis attached hereto a true copy, marked Exhibit "A", and by reference thereto the same is made a part hereof.

I further certify that said resolution is entered at large in the records of said corporation in my possession.

I further certify that the authority granted by said resolution has never been cancelled or modified and the authority and duties of said officers, to-wit: President, Vice-president and General Manager, have never been cancelled or modified.

IN TESTIMONY WHEREOF, I have hereunto set my hand over my official title and affixed the seal of said corporation hereto all on this 20th day of July, 1949, A.D.

Jay Bowerman
Secretary of Kern & Kibbe,
an Oregon corporation

(CORPORATE SEAL)

B Y - L A W S

of

KERN & KIBBE

ARTICLE I.

Officers

Section 1. Names of Officers

The officers of the corporation shall consist of the following: a president, a vice-president, a secretary, a treasurer, a general manager and an assistant treasurer. The offices of president and treasurer may be filled by one person and the offices of vice-president and general manager may be filled by one person.

Section 2. Duties of Officers.

President. The president shall be the general executive officer of the corporation and in the management of its general affairs shall have authority co-ordinate with the general manager, so that each thereof, acting independently, shall have a general supervision of its affairs. The president shall preside at all meetings of the stockholders and directors; he may sign checks on the bank account of this corporation and enter into bids for contract work and execute contracts on behalf of this corporation and perform such other duties as may be required of him by the board of directors.

Vice-president. The vice-president shall perform the duties of president during his absence or inability to serve.

General Manager. The general manager shall have general supervision of the business affairs of this corporation and in the performance of said duties shall have authority co-ordinate with the authority of the president; he shall have authority to make bids for contract work and enter into contracts in the name of this corporation and the president or general manager shall have full power and authority to bind this corporation in any and every respect in carrying out the general purposes of this corporation, subject to such restrictions and limitations as may be imposed by the board of directors. The general manager may sign checks against the bank account of this corporation as well as contracts and other documents on its behalf.

Exhibit "A"

RESOLVED that A. D. Kern or G. E. Kibbe be, and each thereof is hereby authorized and empowered to bid upon contract work on behalf of this corporation and in its name and to execute bid bonds therefor or deposit certified checks in connection therewith and to enter into contract obligations and commitments on behalf of this corporation and in its name and that either of said persons, to-wit, A. D. Kern or G. E. Kibbe, shall have full power and authority to bind this corporation in connection with any such contract work and in carrying the same into effect.

RECEIVED
DEC 13 1949
FOR FILING

August 11, 1949

Mr. T. M. Davis
District Engineer
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate as basis for project agreement for the Big Eddy-Dufur Section, Project No. [illegible]-3 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Asst. State Highway Engineer

Encl.
JWWcmd

Oregon State Highway Department

Emergency Relief
Project No. ERI-3 (1)

BIG EDDY-DUNE SECTION OF THE COLUMBIA RIVER HIGHWAY IN WASCO COUNTY

(Estimate as basis for project agreement.)

Salem, Oregon, August 4, 1949

Type Code 1010
Repair Flood Damage and Provision for Traffic
Sta. 1293+92.6 to 1312+50 (Contract No. 3022)

Work Performed at Agreed Unit Prices

5,634	cu. yds.	Talus Materials in Place	$ 1.50	$ 8,451.00
		Subtotal		$ 8,451.00
		10% Engr. & Cont.		845.10
		Total		$ 9,296.10
		Length	0.351 mile	
		Cost per mile	$26,484.61	

Type Code 5251
Roadway (Sta. 1312+50 to 1429+77)

Repair Flood Damage and Provision for Traffic
(Contract No. 3022)

Work Performed at Agreed Unit Prices

10,529	cu. yds.	Talus Materials in Place	$1.50	$ 15,793.50
10,529	yd. mi.	Additional Haul	0.125	1,316.12

Force Account Work

All Required	Extra Work Order No. 1 (Additional Work not covered by Contract, - Cat and Scraper Excavation, Cattle Guards on Detour, Etc.)	5,000.00
		$ 22,109.62

Grading, Surfacing and Bituminous Macadam
(Contract No. 3200)

All Required		Clearing and Grubbing		$ 1,000.00
40	cu. yds.	Structural Excavation, Unclassified	$ 5.00	200.00
35,200	cu. yds.	General Excavation, Locations "A", Unclassified	0.27	9,504.00
62,500	cu. yds.	General Excavation, Locations "B", Unclassified	1.15	71,875.00
343,000	yd. stas.	Short Overhaul	0.02	6,860.00
2,200	C-yd. stas.	Long Overhaul	0.60	1,320.00
2.22	miles	Finishing Roadbed and Slopes	300.00	666.00
5,500	lin. ft.	Rounding Cutbanks	0.20	1,100.00
70	lin. ft.	12" Concrete Pipe	2.00	140.00
90	lin. ft.	18" Concrete Pipe	2.96	266.40
100	lin. ft.	24" Concrete Pipe	4.00	400.00
370	cu. yds.	Structural Excavation for Walls	3.00	1,110.00
30	cu. yds.	Excavation Below Elevation Shown	10.00	300.00
270	cu. yds.	Class "A" Concrete in Walls	50.00	13,500.00
38,000	lbs.	Metal Reinforcement in Walls	0.10	3,800.00
2,000	lin. ft.	Metal Guard Rail	2.50	5,000.00
80	only	Wood Sight Posts	2.00	160.00
5,100	cu. yds.	3/4" - 0" Reject Material in Cushion Course	0.85	4,335.00
12,800	cu. yds.	4½" - 2" Rock in Base	2.10	26,880.00
10,500	cu. yds.	3/4" - 0" Rock in Base and Shoulders	2.10	22,050.00
850	M-gals.	Sprinkling	2.50	2,125.00
2.22	miles	Preparation of Base	200.00	444.00
3,700	cu. yds.	Furnishing and Placing Aggregate	3.00	11,100.00
50	tons	Furnishing and Placing MC-3 Asphalt in Binder Course	40.40	2,020.00
250	tons	Furnishing and Placing 121-150 Asphalt	36.40	9,100.00
6	acres	Preparing Soil and Seeding	50.00	300.00
22	tons	Emulsified Asphalt in Slope Oiling	49.30	1,084.60
				$196,640.00
			Subtotal	$218,749.62
			10% Engr. & Cont.	21,874.96
			Total	$240,624.58
		Length	2.221 miles	
		Cost per mile	$108,340.64	

[redacted] OF FUNDS

Item	Total Cost	Federal Aid Funds	State Funds
Roadway (Sta. 1293+92.6 to 1312+50)	$ 9,296.10	$ 5,765.00	$ 3,531.10
Roadway (Sta. 1312+50 to 1429+77)	240,624.58	149,235.00	91,389.58
	$249,920.60	$155,000.00	$94,920.60

State Funds for Construction: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939
State Funds for Maintenance: Chap. 529, Laws 1939

SUMMARY OF COSTS

Item	Total Cost	Federal Aid Funds	State Funds
Roadway (Sta. 1293+92.6 to 1312+50)	$ 9,296.10	$ 5,765.00	$ 3,531.10
Roadway (Sta. 1312+50 to 1429+77)	240,624.58	149,235.00	91,389.58
	$249,920.68	$155,000.00	$94,920.68

State Funds for Construction: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939
State Funds for Maintenance: Chap. 529, Laws 1939

Oregon State Highway Department

Emergency Relief
Project No. ERI-3 (1)

FOR RIGHT-OF-WAY SECTION OF THE COLUMBIA RIVER HIGHWAY IN MASON COUNTY

Estimate to accompany plans and specifications. (Not as basis for project agreement.)

Salem, Oregon, April 20, 1949

Roadway (Sta. 1312+50 to 1429+77)
Type Code 5251

All Required		Clearing and Grubbing		1000.00
40	cu. yds.	Structural Excavation, Unclassified	5.00	200.00
35,200	cu. yds.	General Excavation, Locations "A", Unclassified	.27	9504.00
62,500	cu. yds.	General Excavation, Locations "B", Unclassified	1.15	71875.00
343,000	yd. stas.	Short Overhaul	.02	6860.00
2,200	C-yd. stas.	Long Overhaul	.60	1320.00
2.22	miles	Finishing Roadbed and Slopes	300.00	666.00
5,500	lin. ft.	Rounding Cutbanks	.20	1100.00
70	lin. ft.	12" Concrete Pipe	2.00	140.00
90	lin. ft.	18" Concrete Pipe	2.96	266.40
100	lin. ft.	24" Concrete Pipe	4.00	400.00
370	cu. yds.	Structural Excavation for Walls	3.00	1110.00
30	cu. yds.	Excavation Below Elevation Shown	10.00	300.00
270	cu. yds.	Class "A" Concrete in Walls	50.00	13500.00
38,000	lbs.	Metal Reinforcement in Walls	.10	3800.00
2,000	lin. ft.	Metal Guard Rail	2.50	5000.00
80	only	Wood Sight Posts	2.00	160.00
(A) 5,100	cu. yds.	3/4" - 0" Reject Material in Cushion Course	.85	4335.00
12,800	cu. yds.	4½" - 2" Rock in Base	2.10	26880.00
10,500	cu. yds.	3/4" - 0" Rock in Base and Shoulders	2.10	22050.00
850	M-gals.	Sprinkling	2.50	2125.00
2.22	miles	Preparation of Base	200.00	444.00
3,700	cu. yds.	Furnishing and Placing Aggregate	3.00	11100.00
50	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	40.40	2020.00
250	tons	Furnishing and Placing 121-150 Asphalt	36.40	9100.00
6	acres	Preparing Soil and Seeding	50.00	300.00
22	Tons	Emulsified Asphalt in Slope Oiling	49.30	1084.60
				$ 196,640.00

22 tons	Emulsified Asphalt in Slope Oiling		$75.00	$ 1,650.00
		Subtotal		$250,521.00
		10% Engr. & Cont.		25,052.10
		Total		$275,573.10
	Length of Roadway	2.221 miles		
	Cost per mile	$124,076.13		

Emergency Relief Funds	$150,000.00
State Funds	125,573.10
	$275,573.10

ENGINEER'S ESTIMATE

BIG EDDY-DUMP SECTION

COLUMBIA RIVER HIGHWAY

WASCO COUNTY

No.	ITEM	Quantities		Unit Price	Amount
1.	Clearing & Grubbing	All Specified		Lump Sum	$ 3,000.00
2.	Structural Excavation, Unclassified	40	cu.yds	$ 3.50	140.00
3.	General Excavation, Location "A", Unclassified	35,200	cu.yds.	0.50	17,600.00
4.	General Excavation, Location "B", Unclassified	62,500	cu.yds.	1.20	75,000.00
5.	Short Overhaul	343,000	yd.sts.	0.02	6,860.00
6.	Long Overhaul	2,200	Cyd.sts.	0.50	1,100.00
7.	Finishing Roadbed & Slopes	2.22	miles	500.00	1,110.00
8.	Rounding Cutbanks	5,500	lin.ft.	0.20	1,100.00
9.	12-inch Concrete Pipe	70	lin.ft.	2.00	140.00
10.	18-inch Concrete Pipe	90	lin.ft.	3.50	315.00
11.	24-inch Concrete Pipe	100	lin.ft.	4.50	450.00
12.	Structural Excavation for Walls	370	cu.yds.	7.00	2,590.00
13.	Excavation Below Elevation Shown	30	cu.yds.	10.00	300.00
14.	Class "A" Concrete in Walls	270	cu.yds.	60.00	16,200.00
15.	Metal Reinforcement in Walls	38,000	lbs.	0. 11	4,180.00
16.	Metal Guard Rail	2,000	lin.ft.	3.75	7,500.00
17.	Wood Sight Posts	80	each	7.50	600.00
18.	3/4" - 0" Reject Material in Cushion Course	5,100	cu.yds.	1.00	5,100.00
19.	4 1/2" - 2" Rock in Base	12,800	cu.yds.	2.00	25,600.00
20.	3/4" - 0" Rock in Base & Shoulders	10,500	cu.yds.	2.00	21,000.00
21.	Sprinkling	850	M-gal	2.50	2,125.00
22.	Preparation of Base	2.22	miles	200.00	444.00
23.	Furnishing & Placing Aggregates	3,700	cu.yds.	4.00	14,800.00
24.	Furnishing & Placing RC-3 in Binder Course	50	Tons	42.50	2,125.00
25.	Furnishing & Placing 121-150 Asphalt	250	Tons	42.50	10,625.00
26.	Preparing Soil for Seeding	6	Acres	250.00	1,500.00
27.	Emulsified Asphalt in Slope Oiling	22	Tons	50.00	1,100.00
			Sub Total		$ 232,604.00
28.	3/4" - 1/2" Crushed Material in Stockpile	800	cu.yds.	2.00	1,600.00
29.	1/2" - 1/4" Crushed Material in Stockpile	500	cu.yds.	2.00	1,000.00
30.	1/4" - 0" Crushed Material in Stockpile	300	cu.yds.	2.00	600.00
					$ 225,804.00
	Plus 10% Engineering & Contingencies				22,580.40
					$ 248,384.40
	Clearing & Leveling Stockpile Site				100.00
	Purchasing & Hauling Screen Rejects				200.00
					$ 248,684.40

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

OREGON DISTRICT

P. O. BOX 3900
PORTLAND 8, OREGON

June 3, 1949

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Project No. ERI-3(1), Big Eddy-Dune Section of the Columbia River Highway, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Concurrence in award will be withheld pending receipt of advice that all right-of-way has been obtained.

Increase in the length of the project by 0.142 mile is approved as a minor change in program.

Very truly yours,

T. M. DAVIS
District Engineer

RECEIVED
JUN - 6
OREGON
STATE HIGHWAY COMMISSION

June 3, 1949

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Project No. ERI-3(1), Big Eddy-Dune Section of the Columbia River Highway, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Concurrence in award will be withheld pending receipt of advice that all right-of-way has been obtained.

Increase in the length of the project by 0.142 mile is approved as a minor change in program.

Very truly yours,

T. H. DAVIS
District Engineer

June 2, 1949

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing copies of paint specifications for the Big Eddy-Dams Section, Project No. ERI-3 (1).

These copies were inadvertently overlooked when the small scale plans were sent to you yesterday.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWW/gs

Encl.

May 23, 1949

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate to accompany plans and specifications for the Big Eddy-Dunn Section, Project No. ERL-3 (1).

The following papers are being sent under separate cover:

1 set full size plans.
6 copies of bid proposals covering proposed grading and bituminous macadam project.
4 copies of Contract No. 3022 covering emergency repair of flood damage and provision for traffic.
6 copies of Extra Work Order No. 1 (Contract No. 3022) covering cut and sweeper excavation, construction of cattle guards and other miscellaneous work not provided for under this contract.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

Encl.
JWWsmd

Oregon State Highway Department

Emergency Relief
Project No. ERI-3 (1)

[redacted] SECTION OF THE

COLUMBIA RIVER HIGHWAY IN WASCO COUNTY

09

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, May 23, 1949

Type Code 1010

Repair Flood Damage and Provision for Traffic
Sta. 1271+26.6 to 1312+50 (Contract No. 3022)

Work Performed at Agreed Unit Prices

5,634	cu. yds.	Talus Materials in Place	$ 1.50	$ 8,451.00
		Subtotal		$ 8,451.00
		10% Engr. & Cont.		845.10
		Total		$ 9,296.10
		Length		0.351 miles
		Cost per mile		$26,484.61

Type Code 5251

Roadway (Sta. 1312+50 to 1429+77)
Repair Flood Damage and Provision for Traffic
(Contract No. 3022)

Work Performed at Agreed Unit Prices

10,529	cu. yds.	Talus Material in Place	$1.50	$ 15,793.50
10,529	yd. mi.	Additional Haul	0.125	1,316.12

Force Account Work

All Required	Extra Work Order No. 1 (Additional Work not covered by Contract, - Cat and Scraper Excavation, Cattle Guards on Detour, Etc.)	5,000.00
		$ 22,109.62

Grading, Surfacing and Bituminous Macadam
(Estimated Unit Prices)

All Required		Clearing and Grubbing		$ 3,000.00
40	cu. yds.	Structural Excavation, Unclassified	$ 3.50	140.00
35,200	cu. yds.	General Excavation, Locations "A", Unclassified	0.50	17,600.00
62,500	cu. yds.	General Excavation, Locations "B", Unclassified	1.35	84,375.00
343,000	yd. stas.	Short Overhaul	0.02	6,860.00
2,200	C-yd. stas.	Long Overhaul	0.50	1,100.00
2.22	miles	Finishing Roadbed and Slopes	600.00	1,332.00
5,500	lin. ft.	Rounding Cutbanks	0.20	1,100.00
70	lin. ft.	12" Concrete Pipe	2.00	140.00
90	lin. ft.	18" Concrete Pipe	3.50	315.00
100	lin. ft.	24" Concrete Pipe	4.50	450.00
370	cu. yds.	Structural Excavation for Walls	5.00	1,850.00
30	cu. yds.	Excavation Below Elevation Shown	5.00	150.00
270	cu. yds.	Class "A" Concrete in Walls	65.00	17,550.00
38,000	lbs.	Metal Reinforcement in Walls	0.12	4,560.00
2,000	lin. ft.	Metal Guard Rail	3.50	7,000.00
80	only	Wood Sight Posts	6.50	520.00
5,100	cu. yds.	3/4" - 0" Reject Material in Cushion Course	1.25	6,375.00
12,800	cu. yds.	4½" - 2" Rock in Base	2.50	32,000.00
10,500	cu. yds.	3/4" - 0" Rock in Base and Shoulders	2.65	27,825.00
850	M-gals.	Sprinkling	2.00	1,700.00
2.22	miles	Preparation of Base	200.00	444.00
3,700	cu. yds.	Furnishing and Placing Aggregate	3.75	13,875.00
50	tons	Furnishing and Placing RC-) Asphalt in Binder Course	42.00	2,100.00
250	tons	Furnishing and Placing 121-150 Asphalt	40.00	10,000.00
6	acres	Preparing Soil and Seeding	125.00	750.00
22	tons	Emulsified Asphalt in Slope Oiling	75.00	1,650.00
				$244,761.00
		Subtotal		$266,870.62
		10% Engr. & Cont.		26,687.06
		Total		$293,557.68
		Length		2.221 miles
		Cost per mile		$132,173.65

SUMMARY OF FUNDS

Item	Total Cost	Federal Aid Funds	State Funds
Roadway (Sta. 1293+92.6 to 1312+50)	$ 9,296.10	$ 5,765.00	$ 3,531.10
Roadway (Sta. 1312+50 to 1429+77)	293,557.68	182,035.00	111,522.68
	$302,853.78	$187,800.00	$115,053.78

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

OREGON DISTRICT

P. O. BOX 3900
PORTLAND 8, OREGON

May 26, 1949

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise that the program change requested in Project No. ERI-3(1), has been approved effective May 18, 1949.

The current status as approved:

Total Cost	$340,000
Federal Funds	207,100
Mileage	2.43

(Item 2, Emergency Relief Highway Program)

Very truly yours,

T. M. DAVIS
District Engineer

RECEIVED
MAY 27 1949
OREGON
STATE HIGHWAY COMMISSION

District Engineer

May 26, 1949

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise that the program change requested in Project No. ERI-3(1), has been approved effective May 18, 1949.

The current status as approved:

Total Cost	$340,000
Federal Funds	207,100
Mileage	2.43

(Item 2, Emergency Relief Highway Program)

Very truly yours,

T. M. DAVIS
District Engineer

April 26, 1949

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

In connection with our review of the documents submitted and confirming our telephone conversation with Mr. Williams on April 22, 1949 regarding Oregon Project No. ERI-3(1), Big Eddy - Dune Section of the Columbia River Highway, our comments and the items needed to complete clearance of the project for advertising are as follows:

1. Request for program change including revised termini, total estimated cost and Federal funds, length and reasons for each change and the elimination of the section M.P. 100.45 - 100.95.

2. Submit revised P.S.& E. estimate including work performed by Calkins under negotiated contract and four copies of negotiated contract and pertinent plans and specifications, if any.

3. Advise regarding previous successful use of emulsified asphalt mulching for seeding and planting slopes.

4. It is noted that the possibility of using crushed gravel for mineral aggregate is suggested on page 20 of the special provisions but no requirement to assure a high percentage of fracture is included. It seems desirable that all gravel used for this purpose be retained on a 3" screen.

   Also, inasmuch as it appears that gravel of acceptable quality is available for mineral aggregate, that in the interest of economy the specifications may well permit the use of crushed gravel as well as crushed rock in the construction of the base course. Your views on this would be appreciated.

5. The dates and high water elevations are to be shown on the plans.

Very truly yours,

T. M. DAVIS

District Engineer

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

OREGON DISTRICT

P. O. BOX 3900
PORTLAND 8, OREGON

May 25, 1949

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are ready to authorize advertising Oregon Project No. ERI-3(1), Big Eddy - Dune Section of the Columbia River Highway, upon receipt of six copies of the new paint specifications which, in accordance with our letter of May 5, must be furnished complete with each project until they have been approved as standard.

Copies of the reduced plans are also needed.

Very truly yours,

T. M. DAVIS
District Engineer

RECEIVED
MAY 26 1949
OREGON
STATE HIGHWAY COMMISSION

May 25, 1949

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are ready to authorize advertising Oregon Project No. KKI-3(1), Big Eddy - Dams Section of the Columbia River Highway, upon receipt of six copies of the new paint specifications which, in accordance with our letter of May 5, must be furnished complete with each project until they have been approved as standard.

Copies of the reduced plans are also needed.

Very truly yours,

T. H. DAVIS
District Engineer

FORM E-30 25M 7-46

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

The Dalles, Ore
April 27, 1949

SUBJECT:

To: Mr. H.G.Smith, Const. Engr.
State Highway Department,
Salem, Oregon

Dear Sir:

The only items covered in the agreement with Loyd Caulkins, for flood repair on the Columbia River Highway last June, was the item of fill materials, which was to be hauled from a slide at Mile Point 87.1 at $1.50 per yard truck measure, and placed between 95.92 and 96.47.

When they got on the job and started to work it was found that several other things needed to be done, and an extra work order was written to cover everything that was not covered by the agreement. These extra work items were as follows ;

Cat and scraper excavation on the East side of the water block in Mile 97
Construct a detout with dozer Mile Point 100.53 - 100.86
Place gravel surfacing on detour M.P. 100.53 - 100.86
Move approximately 1.2 miles of Seufer Brothers' private telephone line
Move in and out on cats & scrapers.
Build two cattle guards on detour.

Very truly yours,

Dean Swift

Dean Swift, Res. Engr.

cc Mr. W.B.Chandler

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

OREGON DISTRICT

P. O. BOX 2869
PORTLAND 8, OREGON

May 9, 1949

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

REFERRED TO
[illegible]
By Asst. Chief Engineer

Dear Sir:

Reference is made to our telephone conversation with Mr. Williams today regarding the amount of Federal Funds to be requested under the program change submitted for Oregon Project No. ERI-3(1), Big Eddy - Dune Section of the Columbia River Highway.

Upon checking the status of these funds with our accounting section, we find that the total Emergency Relief Funds allocated to Oregon now are $385,800.00. Inasmuch as $176,000 are allotted to Project No. ER-ERI-2(1) and $2,700 to Project No. ER-4(1), the amount available for Project No. ERI-3(1) is $207,100.

Very truly yours,

T. M. DAVIS
District Engineer

cc - W. C. WILLIAMS

RECEIVED
MAY 11 1949
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 8 1949
FOR FILING

EN 1(3)

3200

August 5, 1949

Mr. T. H. Davis
District Engineer
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

This is to advise you that work was started on August 3, 1949 on Contract No. 3200, Big Eddy-Dufur Section in connection with Federal Aid Project No. EN-1 (3).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Asst. State Highway Engineer

WCP:ml

777/Brief

RECEIVED
JAN 23 1951
FOR FILING

AGENDA
AUG 1 1949

ER-1-2 (1)
3200

July 22, 1949

Newport Construction Co. and
Kern & Kibbe
7031 N. E. Halsey St.
Portland 16, Oregon

Re: Contract No. 3200

Gentlemen:

Confirming my telegram to you of this date, the State Highway Commission has today awarded to you the contract for the Big Eddy-Dams Section of the Columbia River Highway in Wasco County. This award was based on your low bid of $200,000 submitted on June 27, 1949.

Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

by
Engr.

cc - R. G. Smith
Gullible Lowdin
R. H. Probert
L. H. White (B.I.A.Co.)

accomplished

SAC

...ge to the account of

$

CLASS OF SERVICE DESIRED

DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
NIGHT LETTER		NIGHT LETTER	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1211

A. N. WILLIAMS
PRESIDENT

CHECK

ACCOUNTING INFORMATION

TIME FILED

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
July 22, 1949
3:10 p.m.

Newport Construction Company and
Kern & Kibbe
7031 N. E. Halsey Street
Portland 16, Oregon

State Highway Commission awarded you today contract for Big Ridge-Dane Section of the Columbia River Highway, Wasco County, based on your low bid submitted on June 27, 1949. Contract forms follow shortly.

H. B. Gladmyer, Secretary
OREGON STATE HIGHWAY COMMISSION

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

ER-I-3-10

ER-3(1)

WESTERN UNION

1851

(55).

JOSEPH L. EGAN
PRESIDENT

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point

PRA208 GOVT PD=PORTLAND ORG 22 442P=

BALDOCK=

STATE HIGHWAY ENGINEER

JUL 22 PM 5

REYOURTEL TODAY ALL RIGHTS OF ENTRY ACQUIRED OREGON ER-3(1).
WE HEREBY CONCUR AWARD OF CONTRACT TO NEWPORT CONSTRUCTION
COMPANY AND KERN AND KIBBE WHO SUBMITTED LOW BID=

DAVIS=

REYOURTEL ER-3(1)=

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

RECEIVED
JUL 25
OREGON
STATE HIGHWAY COMMISSION

WESTERN UNION

1206

JOSEPH L. EGAN, PRESIDENT

DAY LETTER		NIGHT LETTER	
		SERIAL	
		NIGHT LETTER	

INTERNATIONAL SERVICE

Check the class of service desired; otherwise this message will be sent at the full rate

FULL RATE		DEFERRED	
CODE		NIGHT LETTER	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

SALEM, OREGON
JULY 22, 1949

MR. T. M. DAVIS, DISTRICT ENGINEER
BUREAU OF PUBLIC ROADS
POST OFFICE BOX 3900
PORTLAND 8, OREGON

REQUEST CONCURRENCE IN AWARD TODAY CONTRACT BIG EDDY-DUNE PROJECT TO NEWPORT CONSTRUCTION COMPANY & KERR & KIBBE OF PORTLAND. REQUIRED RIGHTS OF ENTRY ARE ACQUIRED.

R. H. BALDOCK

A NEW CURTIS SERVICE

Telegraph your order for America's favorite magazines—HOLIDAY, 1 yr., $5 • the Post, 1 yr., $6 • LADIES' HOME JOURNAL, 1 yr., $3. All prices U. S. only. No charge for wire. Pay Western Union clerk for subscription or when billed by publisher.

Publisher will, on subscriber's request, refund full amount paid for copies not previously mailed. Prices subject to change without notice.

RECEIVED
JUL 25
STATE HIGHWAY COMMISSION

Confirmation

GENERAL SERVICES ADMINISTRATION
BUREAU OF PUBLIC ROADS
PORTLAND, OREGON
JULY 22, 1949

Baldock
State Highway Engineer
Salem, Oregon

REQUESTED TODAY ALL RIGHTS OF ENTRY ACQUIRED UNDER NB-3(1).

WE HEREBY CONCUR AWARD OF CONTRACT TO NEWPORT CONSTRUCTION COMPANY AND

HERE A KIDDE WHO SUBMITTED LOW BID.

Davis

RECEIVED
JUL 25
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 20 1949
FOR FILING

FORM E-30 REV 1-49 2000

32-4-27

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 9, 1949

SUBJECT: Our File R 15358
Big Eddy-Dune Section
Columbia River Highway
Wasco County

To: Mr. W. C. Williams
Assistant State Highway Engineer

O F F I C E

NOTED
W. C. WILLIAMS

Dear Mr. Williams:

With further reference to the matter of the right of way across the property under the control of the Army Engineers on the Big Eddy-Dune Section of the Columbia River Highway in Wasco County, I wish to advise you that it now appears that we are going to be able to effect a settlement by making a few minor concessions, therefore, the situation is not as drastic as reported to you in my letter of June 8, 1949.

Very truly yours,

J. M. DEVERS

By FORREST COOPER
Right of Way Engineer

FC:mm

RECEIVED
JUN 10 1949
FOR FILING

ER-I-3(1)

3200

1203 W

June 8, 1949

Mr. E. Morgan Pryse
Regional Director
Office of Indian Affairs
Department of the Interior
Portland 18, Oregon

Dear Sir:

In answer to your letter of June 2, concerning the Big Eddy-Dune Section of the Columbia River Highway with respect to the three Indian habitations located on the Seufert property, I wish to advise that the location in the rear of the Army Engineers headquarters is not as simple as it seems, since it would require the readjustment of their entire setup. While the center line was in the rear of the buildings, the right of way passed through all of the houses and required their movement to some other location.

Although we sympathize with the difficulty of establishing new camp sites for the Indians, we are unable to reconcile the destruction of the expensive canal quarters for the three small buildings on the Seufert property.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

cc Mr. H. G. Smith

ASSIGNMENT No. 1203

DESCRIPTION: E. Morgan Pryse' letter of June 2, 1949 re proposed reconstruction of Big Eddy-Dunn Section of Columbia River Highway

DATE: 6-6-49

ASSIGNED TO: Smith

- ☐ Investigation and report to this office
- ☐ Reply direct with copy to this office
- ☐ Return with drafted reply
- ☐ Comment or recommendation and return to this office
- ☐ Investigation and such action as is necessary
- ☐ Please prepare reply for my signature
- ☐ Assignment executed Date _____

REPORT RECEIVED: ~~Cooper advises that we expect to settle with Seufert very soon. He is checking.~~

REMARKS: 6-7-49 mc

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Roads
Celilo

UNITED STATES
DEPARTMENT OF THE INTERIOR
OFFICE OF INDIAN AFFAIRS
~~FIELD SERVICE~~

Region 3
Portland 18, Oregon

June 2, 1949

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Mr.Baldock:

This is with reference to the proposed reconstruction of the Big Eddy-Dunn section of the Columbia River Highway No. 30 in the vicinity of Five Mile Rapids (Tenino). It has been brought to my attention that the present accepted location in the vicinity of the Army Engineers' Government houses (Stations 1334+00 - 1340+00 of the proposed accepted location) will pass north of the Army Engineers' quarters. This location extended passes directly through a small Indian fishing village which has been in existence for many years. This Indian village is located approximately due north of the Army Engineers' quarters on a high rocky bluff (Stations 1340+00 - 1344+00). In making a field study of the situation, it was noted that the first survey (the stakes are still in place) parallels the Union Pacific Railroad right-of-way and passes to the south, or in back, of the Army Engineers' quarters. I do not want to seem officious in thismatter but it does seem to me that the location paralleling the railroad right-of-way should be used. This location is more direct with less curvature, it would avoid a high solid rock hill and most certainly would be much less costly to build. And finally, it would avoid destroying the Indian fishing village.

Each year, as time goes on, attempts are made to encroach more and more on the fishing rights of the Indians. Indian treaty rights must be given consideration in this case even though these Indians are living on private property. In this case I understand that Mr. Arthur Seufert, President of Seufert Bros. Company, who owns the land where the Indian village is located, is reluctant to sign a right-of-way easement for the present approved highway location because he prefers not to disturb the Indian village. He prefers that the highway be located parallel to the track in accordance with the other survey as now staked south of the Army Engineers' quarters. This idea I most heartily approve.

It is sincerely requested that you give this matter your early attention and consideration. A copy of this letter is enclosed for your convenience.

RECEIVED
JUN - 3 19[illegible]
OREGON
STATE HIGHWAY COMMISSION

Sincerely yours,

NOTED
W. C. WILLIAMS

E. [illegible] BRYSE
Regional Director

RECEIVED
JUN 20 1949
FOR FILING
FORM S-90 2M 1-49 20033

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

NOTE - W. C. WILLIAMS

Salem, Oregon
June 7, 1949.

SUBJECT: Right of Way for Big Eddy-Dune Section, Columbia River Highway, Wasco County.

To:
Mr. W. C. Williams,
Assistant State Highway Engineer.

O F F I C E
L.

Dear Mr. Williams:

Following is a report that you requested on the right of way for the Big Eddy-Dune Section of the Columbia River Highway, in Wasco County.

Suefert Brothers Company. This matter has been settled and they are to sign an option this week.

Showaway, Wesley and Minnie (Indian Property). We had this property under option, but find that due to a change in the description, it will be necessary to secure new signatures. We are working on this at the present time.

Union Pacific Railroad Company has indicated that they will sell us a small triangular tract in the corner of their property which will include necessary areas for right of way, for $500.00. I am recommending this settlement.

On the United States Canal Property, I am informed by our Right of Way Agent, Mr. Boone, that the Army Engineers are objecting to settling this right of way and are going to insist that the entire alignment be revised so that the new highway will follow parallel and adjacent to the Union Pacific Railroad. This matter was explained to you verbally this afternoon, but I thought it well to put it in writing.

I may have a further report on this later in the week.

Very truly yours,

J. M. DEVERS,

By Forrest Cooper

FORREST COOPER,
Right of Way Engineer.

FC/grt

RECEIVED
JUN 23 1949
FOR FILING

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

ALASKA
MONTANA
OREGON
IDAHO
WASHINGTON

P.O.Box 3900
PORTLAND 8, OREGON

June 3, 1949

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The sketch map for Oregon Project ERI-3, Big Eddy-Dume Section of the Columbia River Highway in Wasco County, is approved today.

Very truly yours,

W. H. LYNCH
Division Engineer

By: L. J. Caufield
L. J. Caufield
Principal Highway Engineer

RECEIVED
JUN - 9 1949
OREGON
STATE HIGHWAY COMMISSION

Jun

RECEIVED
JUN 6 1949
FOR FILING

ER-I-3 (1)

3200

June 3, 1949

Mr. T. H. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

In accordance with your request by telephone we are sending under separate cover six blue print copies of project statement map for the Big Eddy-Dams Section, Project No. EBI-3.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWW:mk

RECEIVED
JUN 6
FOREIGN
MAIL

Region 8
Portland 16, Oregon

June 2, 1949

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Mr. Baldock:

This is with reference to the proposed reconstruction of the Big Eddy-Dunn section of the Columbia River Highway No. 30 in the vicinity of Five Mile Rapids (Tenino). It has been brought to my attention that the present accepted location in the vicinity of the Army Engineers' Government houses (Stations 1334+00 - 1360+00 of the proposed accepted location) will pass north of the Army Engineers' quarters. This location extended passes directly through a small Indian fishing village which has been in existence for many years. This Indian village is located approximately due north of the Army Engineers' quarters on a high rocky bluff (Stations 1360+00 - 1344+00). In making a field study of the situation, it was noted that the first survey (the stakes are still in place) parallels the Union Pacific Railroad right-of-way and passes to the south, or in back, of the Army Engineers' quarters. I do not want to seem officious in this matter but it does seem to me that the location paralleling the railroad right-of-way should be used. This location is more direct with less curvature, it would avoid a high solid rock hill and most certainly would be much less costly to build. And finally, it would avoid destroying the Indian fishing village.

Each year, as time goes on, attempts are made to encroach more and more on the fishing rights of the Indians. Indian treaty rights must be given consideration in this case even though these Indians are living on private property. In this case I understand that Mr. Arthur Seufert, President of Seufert Bros. Company, who owns the land where the Indian village is located, is reluctant to sign a right-of-way easement for the present approved highway location because he prefers not to disturb the Indian village. He prefers that the highway be located parallel to the track in accordance with the other survey as now staked south of the Army Engineers' quarters. This idea I most heartily approve.

It is sincerely requested that you give this matter your early attention and consideration. A copy of this letter is enclosed for your convenience.

Sincerely yours,

E. MORGAN FRYER
Regional Director

OREGON STATE HIGHWAY DEPARTMENT

BIG EDDY – DUNE SECTION

COLUMBIA RIVER HIGHWAY

WASCO COUNTY

PROJECT NO. ERH-3

Length 1.121 miles

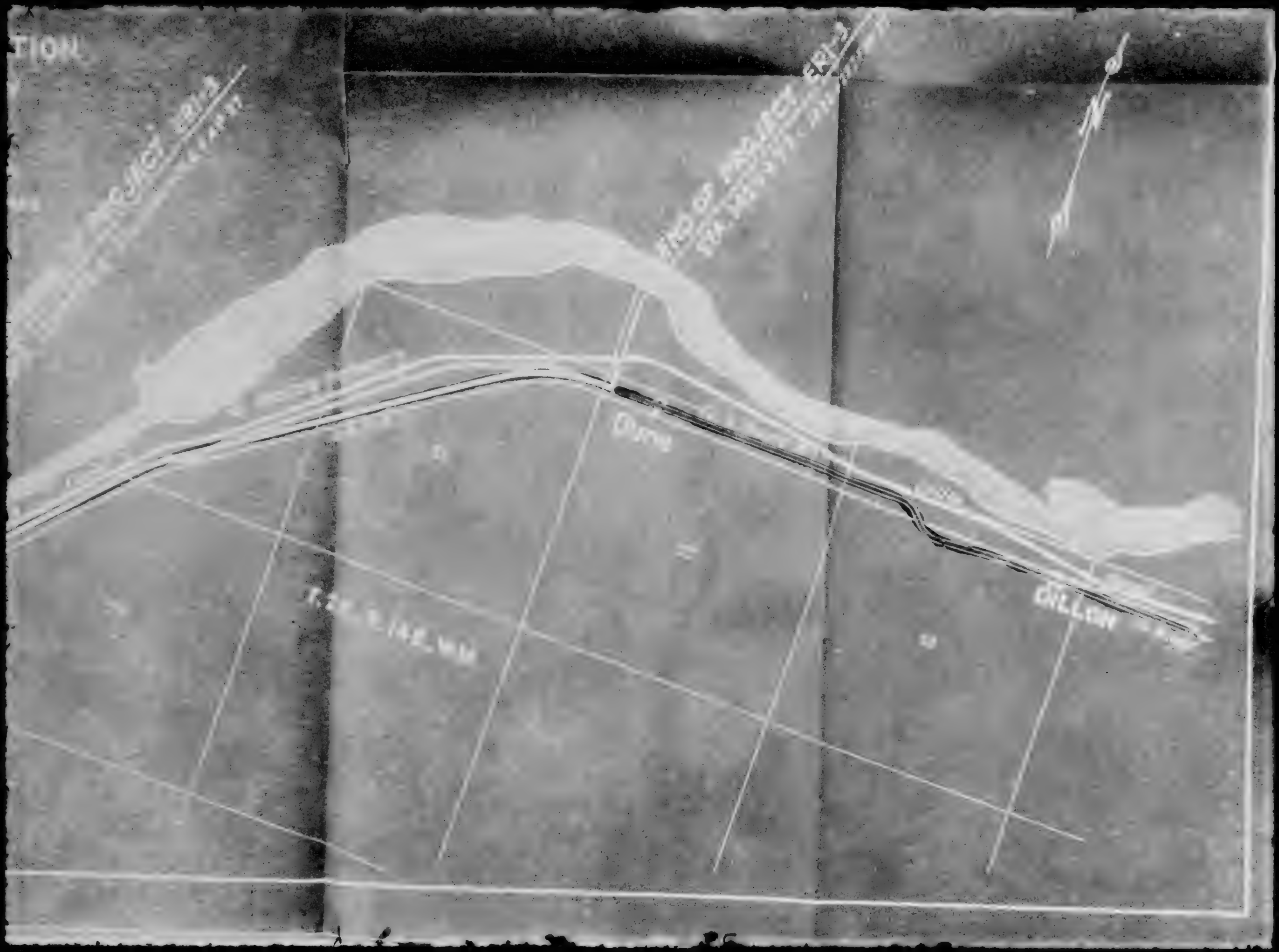
BEGINNING OF PROJECT ERH-3
STA. 0+00

END OF PROJECT ERH-3
STA. 59+71.77

Dune

BIG EDDY

T. 2 N., R. 14 E., W.M.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O-ring
GILLION

RECEIVED
MAY 18 1949
FOR FILING

ZXT-2(1)

3200

File

May 13, 1949

Mr. T. H. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

In accord with instructions contained in your letter of May 5, we are sending herewith four copies each of new specifications for blank and white prints for outside use.

It is our desire to have these specifications approved as standards to which reference may be made in future project specifications.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW/ar

Encl.

PUBLIC ROADS ADMINISTRATION

FEDERAL WORKS AGENCY

Division Eight

COPY

May 5, 1949

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Mr. Paxson's April 26 letter transmitting proposed new specifications for black and white paint.

Both specifications are approved for use for guard rails and posts on Project ERI-3 (1), the Big Eddy-Dune Section of the Columbia River Highway. It will, of course, be necessary that the specifications be furnished complete in the special provisions for that project.

Approval of these specifications as standard must await review and action by our Washington Office. In this connection we will need four additional copies of each specification which you are requested to furnish at your earliest convenience.

Very truly yours,

T. M. DAVIS
District Engineer

By: (sgd) C. G. Polk

Sr. Highway Engineer

Copy sent to Mr Paxson 5-6-49.

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

OREGON DISTRICT

P. O. BOX 2965
PORTLAND 8, OREGON

May 5, 1949

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Mr. Paxson's April 26 letter transmitting proposed new specifications for black and white paint.

Both specifications are approved for use for guard rails and posts on Project ERI-3(1), the Big Eddy - Dune Section of the Columbia River Highway. It will, of course, be necessary that the specifications be furnished complete in the special provisions for that project.

Approval of these specifications as standard must await review and action by our Washington Office. In this connection we will need four additional copies of each specification which you are requested to furnish at your earliest convenience.

Very truly yours,

NOTED
W. C. WILLIAMS

T. M. DAVIS
District Engineer

By: C. G. Polk
C. G. Polk
Sr. Highway Engineer

Copy sent to
Paxson 5-6-49
Probert 5-6-49

RECEIVED
MAY 6 - 1949
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 10 1949
FOR FILING
ER-I-3(1)

cc cc File

May 9, 1949

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to our telephone conversation with Mr. Williams today regarding the amount of Federal Funds to be requested under the program change submitted for Oregon Project No. ERI-3(1), Big Eddy - Dune Section of the Columbia River Highway.

Upon checking the status of these funds with our accounting section, we find that the total Emergency Relief Funds allocated to Oregon now are $385,800.00. Inasmuch as $176,000 are allotted to Project No. ER-ERI-2(1) and $2,700 to Project No. ER-4(1), the amount available for Project No. ERI-3(1) is $207,100.

Very truly yours,

T. M. DAVIS
District Engineer

Originals to
SH. Project

RECEIVED
MAY 9 - 1949
FOR FILING

T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

ER-I-3(1)

3200

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH,
ASST. STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

May 5, 1949

Mr. T. M. Davis
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

NOTE
W. C. WILLIAMS

Dear Mr. Davis:

Reply is to your letter of 2 May regarding Oregon Project No. ERI-3(1), Big Eddy-Dune Section of the Columbia River Highway, and requesting us to cite specific locations where the bituminous method of mulching has been used successfully.

Most of the oiling for the control of erosion has been done by State forces without fertilization or addition of seed to promote revegetation of disturbed surfaces prior to oiling. The area in question is a specific location where blowing sands were stabilized by oiling pending their permanent holding by plant growth. Other locations are at M.P. 109 just east of the Deschutes River, the section from Quinton to Blalock and further east at approximately M.P. 137, M.P. 147 and M.P. 156. Oiling to prevent erosion of slopes and drifting sands was also included in the construction contract on the Silver Lake-Harris Creek Project on the Fremont Highway in Lake County (1939). No report on the success of this project is available.

The most recent example was the oiling by State forces of the slopes on the John Day-Squally Rock Section of the Columbia River Highway. This section was fertilized and seeded prior to oiling. We are informed that plant seedlings are now showing through the oil although the work was only completed in the last two or three weeks.

There is no claim made that oiling is preferable to a mulch of manure and straw under any soil condition. Our choice is predicated solely on comparitive costs and our experience that vegetative growth has been obtained successfully, even without prior seeding and fertilization. It seems logical to assume that the addition of seed and fertilizer will enhance and promote an earlier growth of vegetation.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: Mark H. Astrup
Landscape Engineer

MHA:bc

cc W. C. Williams
S. H. Probst
H. G. Smith

DECLASSIFIED

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

OREGON DISTRICT

P. O. BOX 3900
PORTLAND 8, OREGON

May 2, 1949

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Mr. Astrup's letter of April 27 regarding the proposed use of emulsified asphalt in conjunction with the seeding of the cut and fill slopes on Oregon Project No. ERI-3(1), Big Eddy-Dune Section of the Columbia River Highway.

We are familiar with the use of asphalt for control of erosion and papers or magazine articles regarding the use of asphalt mulch in other areas. The effectiveness of bituminous materials properly applied for the control of wind erosion is not questioned. However, as mentioned in our telephone conversation with Mr. Williams, poor results were obtained on sandy slopes in an adjacent State with an emulsion of the type now proposed for use and two cut-back asphalt mulches as compared to a manure and straw mulch. Therefore, it would be helpful if you will cite specific locations where you have used the bituminous method of mulching successfully.

Very truly yours,

T. M. DAVIS
District Engineer

By: C. G. Polk

C. G. Polk
Sr. Highway Engineer

RECEIVED
MAY 3 - 1949
OREGON
STATE HIGHWAY COMMISSION

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COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
A. W. SCHAUPP, MEMBER
KLAMATH FALLS
M. R. CHESSMAN, MEMBER
ASTORIA

ER-I-3(1)
3200

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

April 27, 1949

Mr. T. H. Davis
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

NOTED
W. C. WILLIAMS

Dear Mr. Davis:

Reference is made to the construction specifications of the Big Eddy-Dune Section, Columbia River Highway, which call for the use of an emulsified asphalt in conjunction with the seeding of the cut and fill slopes.

The use of an asphalt product for stabilising erodible soils has been successfully employed by this Department for a number of years. Mr. R. H. Baldock published an article in The Asphalt Forum in 1939 on the subject "Oiling Sand to Prevent Wind Erosion." At that time a SC-1A designation was used. This product is no longer being manufactured. Therefore, a substitute was employed in the subject specification. It is believed that this emulsion will be as satisfactory as the specification previously used by this Department.

Your attention is called to an article in the Engineering News Record, page 89, of the October 16, 1947, issue, titled "British Experiment with Sowing Grass under Thin Bituminous Mulching." This records the successful results with an emulsified asphalt at an application rate practically identical to that previously used by this Department. Based on this information and our experience with various emulsified asphalt products, it is believed that this type of product will coat more thoroughly, will produce a thinner yet an effective seal to prevent wind erosion, does not infringe on any special patented mixtures for this purpose and consequently will be less costly than a patented asphalt product as utilized in Missouri and other Midwestern states.

The winds in this particular section of the Columbia Gorge are extremely severe, and it is necessary to protect the seed and soil from wind erosion to obtain a growth of grass. Our experience has shown that oiling of the slopes is the most practical, cheapest and satisfactory

method to achieve these results. This method has also been employed successfully by the railroads in this same locality in stabilizing moving sand dunes.

It is, therefore, believed that the method is satisfactory, and it is recommended that the project be approved.

Very truly yours,

H. H. Baldock
State Highway Engineer

By Mark H. Astrup

Mark H. Astrup
Landscape Engineer

MHA:lm

cc. Williams ✓
Probart

RECEIVED
MAY 26 '49
FOR FILING

EP-I-3(1)

320

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 18, 1949

SUBJECT: Our Files R 15358
R 15359
R 15360

To: Mr. W. C. Williams
Assistant State Highway Engineer

OFFICE

Dear Mr. Williams:

Reference is made to the Big Eddy-Dune Section of the Columbia River Highway on which you desire to award the contract at the next meeting of the Highway Commission, if possible.

Mr. J. R. Boone has been assigned to this project and there are three properties which it appears may occasion considerable delay in the acquisition of the right of way. These are as follows:

15358 - United States.

This land appears to be under the jurisdiction of the War Department and is owned by deed from the State of Oregon, dated April 19, 1905. I have talked, over the telephone, to Mr. O. L. Hoffman, District Real Estate Officer of the War Department, and there is some doubt that this right of way can be acquired under Section 17 of the Federal Aid Act although the matter is being checked. There are also some other statutes under which the Government might give us a deed or an easement but it appears that in any event the matter will have to be referred to the Chief of Engineers and usually some months elapse before matters can be cleared. Mr. Hoffman suggested that possibly Col. Walsh might get authority to issue a permit of entry although this again is problematical.

15359 - This is an encroachment on the O. W. R. R. and N. (Union Pacific Company, Lessee) property and usually takes weeks and possibly months to get encroachment agreements cleared through Omaha.

15360 - This is Indian Allotment land and the present holder is Minnie Wesley Showaway and her husband., The usual maps and application

R 15358
R 15359
R 15360

forms will have to be filed with the Indian Agent at The Dalles and as you know mattems of this nature usually take some months to clear.

We will proceed with these matters with due dispatch but this communication is given to you in order to call your attention to the probable delays incurred in the matter of right of way.

Very truly yours,

J. M. DEVERS

By J. W. DeSouza
J. W. DeSOUZA
Assistant Counsel

JWD:MA

(In triplicate)

cc - Mr. Forrest Cooper

322-1705 Lebanon Grading & Paving 1949
Project, Milton & Williams Sts.
#3201

March 15, 1950

Ilda Unger
City Recorder
Lebanon, Oregon

NOTED
J. W. CATTRALL

Dear Madam:

Attached is a statement of final costs for the Milton and Williams Street Special City Allotment Project in the City of Lebanon. Please note that a refund in the amount of $3,836.97 is due the City of Lebanon.

Our Accounting Department will forward a check for the above amount in a few days.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relations

JFH:MM
Att.

Statement of Final Costs, March 13, 1950
Lebanon Special City Project
Regrading and Paving Milton and Williams Streets
State Highway Contract No. 3201

Contract Items	Quantity		Unit Price	Total Cost
1. Removal of Walks	35.12	sq yd	$ 1.00	$ 35.12
2. Removal of Curbs	76.4	l. f.	.50	38.20
3. General Excavation, Unclassified	3884.66	c.y.	1.25	4,855.83
4. Concrete Curbs	151.03	c.y.	45.00	6,796.35
5. Concrete Walks	28.9	sq yd	3.00	86.70
6. 3"-0" Material in Subbase	1884	c.y.	1.50	2,826.00
7. 2"-0" Material in Base	960	c.y.	2.00	1,920.00
8. 3/4"-0" Material in Base	690	c.y.	3.00	2,070.00
9. Sprinkling	49.2M	gal.	3.00	147.60
10. Class "B" Asph. Conc. for Patching	42.33	tons	9.00	380.97
11. Class "B" Asph. Conc.	2275.82	tons	7.50	17,068.65
P.A. #1 Cement Adjustment	19.43	Brls.	3.99 Cr.	77.53 Cr.
				$36,147.89
Construction Engineering				2,522.57
Survey				1,492.57
Total				$40,163.03
Less Agreed State Share				15,000.00
Agreed City Share				$25,163.03
Deposited with Highway Commission by City				$29,000.00
Less City Share of Actual Cost				25,163.03
Refund Due to City of Lebanon				$ 3,836.97

NOTED
J. W. CATTRALL

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FEB 16 1950
FOR FILING

322-1705

OREGON STATE HIGHWAY COMMISSION

Feb. 10, 1950
(Date)

3801 (Contract No.) | 5-final (Est. No.) | Warren Northwest, Inc. (Contractor)

Vou. No:	Warrant No:	Amt: $	Date:
1785	368438	1,084.44	2/10/50

Date:

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. This warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Completed:

Contract Accepted:

Time Extensions:

Penalties:

Claims:

Remarks:

Date:

Accounting Division:

Release of the above warrant is hereby authorized:

H. B. Glaisyer

Warrant Mailed: FEB 15 1950

NOTED ON CARD
2-15-50 gl

OREGON STATE HIGHWAY COMMISSION

Feb. 10, 1950
(Date)

3201 (Contract No.)	5-final (Est. No.)	Warren Northwest, Inc. (Contractor)	
Vou. No:	Warrant No:	Amt: $	Date:
1725	368438	1,084.44	2/10/50

Date:

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. This warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Completed: Oct. 22, 1949

Contract Accepted: Nov. 8, 1949

Time Extensions: Extended to Oct.31,1949 without penalty

Penalties: None of record

Claims: None of record

Remarks:

Date: 2-14-50

Accounting Division:

Release of the above warrant is hereby authorized:

H. B. Glaisyer

Warrant Mailed:

RECEIVED
JAN 30 1950
FOR FILING

322-1705

3201

January 30, 1950

United States Guarantee Co.
90 John St.
New York 7, N. Y.

Gentlemen:

Please be advised that State Highway Contract No. 3201, for work on the Lebanon (Milton & Williams Sts.) City Streets Section in Linn County, has been completed by the contractor, Warren Northwest, Inc., and that final payment in the amount of $ 1,08[illegible] will be made on or after February 9, 1950.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $36,147.89, and that no force account work was performed on the project. This contract was completed on October 22 and accepted by the Highway Commission on November 8, 1949.

This notice is sent to you because you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Dealy & Co.
Board of Trade Bldg.
Portland 4, Oregon

NOTIFIED
1-30-50, gl

RECEIVED
DEC 18 1949
FOR FILING

322-1705

3201

December 13, 1949

United States Guarantee Co.
90 John St.
New York 7, N. Y.

Gentlemen:

You are advised of the intention of the State Highway Commission to make semi-final payment to Warren Northwest, Inc., on contract No. 3201, covering the Lebanon (Milton & Williams Sts.) Section in Linn County. This payment, in the amount of $2,632.95, will be made on or after December 23, 1949. The retained percentage is $1,084.44.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

cl

cc: United States Guarantee Co.
Dooly & Co., Agent
Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD
12-13-49 gf

RECEIVED
NOV 22 1949
FOR FILING

322-1705

3201

November 22, 1949

Warren Northwest, Inc.
P. O. Box 5072
Portland 13, Oregon

Gentlemen:

The State Highway Commission, at its meeting on November 8, 1949, had under discussion your request for an extension of time of 31 days, from September 30 to October 31, 1949, within which to complete your contract No. 3201 covering the Lebanon (Milton & Williams Sts.) City Streets Section in Linn County.

I am pleased to inform you that the Highway Commission granted your request without penalty. However, I was instructed to inform you that the Commission, in arriving at its decision, considered but did not necessarily adopt either the recommendation of the Engineer or the reasons given by you for failure to complete the project within the specified time.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc - F. D. Mason,
Division Engineer

H. G. Smith

NOTED ON CARD

11-22 WJGR

RECEIVED
NOV - 1 1940
FOR FILING

322-H-5
1705
3201

October 31, 1940

Request for extension of time
No. 6
November 7 and 8 working

Oregon State Highway Commission

Gentlemen:

Herewith is a request from Warren Northwest, Inc. for an extension of time on Contract No. 3201, City Streets in Lebanon, from September 30, 1940 to October 31, 1940.

The contractor was delayed approximately 30 days in starting this contract because the City of Lebanon had contracted for the installation of sewers within the limits of this contract.

For this reason I would recommend the extension without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.
cc Mr. W. C. Williams
Mr. H. G. Smith

October 26, 1949

Ilda Unger
City Recorder
Lebanon, Oregon

Dear Madam:

This is to inform you that the contract with Warren Northwest Incorporated for the widening, grading, and paving of Milton and Williams Streets has been completed and accepted by the Highway Commission.

Under the terms of the agreement between the Highway Commission and the City of Lebanon, dated June 28, 1949, the City now assumes the maintenance of and continues jurisdiction over the above city streets effective this date.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

NOTED
J. W. CATTRALL

John W. Cattrall
Acting Engineer,
County and City Relations

RHP:MM

NOTED
Harold C. A[illegible]

Form E-1—OSE—1-48

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

Section Lebanon

Highway City Streets

Contractor Warren Northwest Inc.,

Date of Contract July 25, 19 49

Date work started August 29, 19 49

Amount of contract . . . . . $ 35,560.00

Estimated cost of completed project, exclusive of engineering . . . . . $ 38,545.00

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date $2,000, 5.9 %

For Week Ending October 22, 19 49

Kind of work Grading and Paving

Section prefix 522-1705

Contract number 5201

Date of completion ~~October 22~~ September 30, 19 49

Estimated date of completion October 22, 19 49

Per cent of time elapsed 100 + %

Date project was completed October 22, 19 49

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

All paving work was completed on Monday.
On Saturday the contractor worked on shoulders
and general clean up. There may be a small amount
of clean up remaining to be done next week.

RECEIVED
OCT 2 1 1949
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
H. W. L.

Signed Stanley A. Pendergraft, Resident Engr.

Address Box 100, Route 1, Albany, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.61	0.61		0.61	
Miles partially completed					
Miles completed	"	"		"	
Total estimated quantities	4,300	3,510		2,360 Tons	
Estimated quantities moved or placed to date	"	"		2,320	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day				1	
Hours per shift				9	
Average force on project for week				5	

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....1....., Power graders ....1....., Rollers .....1....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheep-foot rollers ....., .5 .Trucks....., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair & Cold		No Work
Monday	"		Worked all day completing paving
Tuesday	"		No Work
Wednesday	"		" "
Thursday	"		" "
Friday	"		" "
Saturday	Foggy		Worked putting on shoulders and clean-up.

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SEP 27 1949
FOR FILING

822-4005

3201

Salem, Oregon
September 26, 1949

Mr. Darol D. Rairbough
Resident Highway Engineer
Rt. 1, Box 100
Albany, Oregon

Dear Sir:

On September 21, 1949, the Highway Commission approved an increase in the amount of $4,365 in project authorization on the Lebanon (Milton and Williams Sts.) Section, Contract No. 3201.

The present project authorization is $41,903.00.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP/ge

cc to F. D. Keeney

RECEIVED
SEP 30 1949
FOR FILING

322-4005

3201

Salem, Oregon
September 23, 1949

Mr. S. H. Probert

NOTED
W. C. WILLIAMS

On September 21, the Highway Commission authorized an increase in the amount of $4,965 in a special State Tax Street Fund project in the city of Lebanon.

The above authorization is to cover additional work over and above that contemplated in the contract, at the expense of the City. The State's portion is still limited to $15,000.

The above pertains to Item 4-g on the agenda for the September 19-20-21 meeting.

W. W. Stauffer

WWS:mm

cc Mr. H. G. Smith
Mr. John W. Cattanach
Mr. M. H. Hembe

RECEIVED
SEP 19 1940
FOR FILING

322-4005

3201

Salem, Oregon
September 16, 1940

c+a #1163

Mr. E. E. Probert

Office

Attached hereto is one unexecuted copy of a revised agreement with the city of Lebanon providing that the city's participation be reduced from $20,000 to $15,000 and that the state contribute the sum of $15,000.

The original of this agreement has been retained in this office for the Commission's files and one fully executed copy has been mailed to the city of Lebanon.

L. H. Warfield
Staff Engineer

LW
cc: J. W. Cottrell
F. D. Rasen

FORM E-00 .1M 10-40 30057

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 16, 1949

SUBJECT:

To: Mr. R.H. Baldock

Attached hereto for further handling by you, are three unexecuted copies of a revised agreement with the city of Lebanon providing that the city's participation be reduced from $29,000 to $24,000 and that the state contribute the sum of $15,000.

The original of this agreement has been retained in this office for the Commission's files and one fully executed copy has been mailed to the city of Lebanon.

Secretary

rn

RECEIVED
SEP 14 1949
FOR FILING

122-11025
3201

September 16, 1949

Elda Unger, City Recorder
City Hall
Lebanon, Oregon

Dear Madam:

Enclosed herewith, for the City's records and files is a fully executed copy of a revised agreement between the State of Oregon, by and through its State Highway Commission, and the City of Lebanon providing that the city's participation be reduced from $29,000 to $24,000 and that the state contribute the sum of $15,000.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rm
encl. 1

RECEIVED
SEP 14 1949
FOR FILING

322-4005
3201

September 6, 1949

Oregon State Highway Commission

Gentlemen:

The State Highway Commission has entered into an agreement with the City of Lebanon to perform certain work on city streets with a portion of the 1949 special State Tax Street Fund. The original estimated cost of the work was $44,000, of which amount the State was to pay $15,000 and the City $29,000. A bid below the estimate was received, so the total cost of the project would be only $39,000, and, at a previous meeting, you approved a revision of the agreement wherein the State would pay the $15,000 as originally estimated and the City the balance of $24,000.

The City has now requested that some additional work be performed within the limits of the contract which has been awarded, which work is estimated to cost $4,945. The City requests that this work be done at the expense of the City, which means that the total cost will be approximately the same amount as originally estimated, or $44,000, of which the State will pay $15,000 and the City $29,000. The City has already deposited its $29,000 share with the Secretary.

This matter will be on the next agenda for your consideration, and I recommend to you that the additional work be performed at the City's expense. This however, will require an additional authorization in the contract in the amount of $4,945, but at no additional cost to the State.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:me hi
cc Mr. W. C. Williams
Mr. J. H. Probert
Mr. H. G. Smith
Mr. John W. Cottrell
Mr. H. H. Hanke

September 8, 1949

Memorandum to the Commission

Gentlemen:

Attached for your consideration and approval are the original and duplicate copies of a revised agreement with the City of Lebanon.

Under the terms of the original agreement it was estimated that the project would cost $14,000. The low bid received was considerably under this amount, and the revised agreement provides now that the city's participation be reduced from $29,000 to $14,000 and that the state contribute the sum of $15,000.

The agreement has been approved by Lebanon city officials, by W. G. Williams, Assistant State Highway Engineer, and by J. H. Bowers, Chief Counsel. This matter was considered and approved by the Commission on August 1, as shown on page 16887 and page 16888 of the minutes.

Respectfully yours,

Secretary

WGB:ce
Attchs.

cc - Floyd Query

P. T. TWEED, Mayor
ILDA UNGER, Recorder

K. O. WILSHIRE, City Attorney
WALTER JANKE, Treasurer

CITY OF LEBANON
OREGON

LEBANON, OREGON

August 19, 1949

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Atten: John W. Cattrall

Mr. Ayers was in Lebanon a few days ago regarding Williams and Milton St. project. The St. Committee of the City Council have checked both Streets and find there are several places that have dropped and the old paving needs to be removed entirely. If the engineering department sees it is necessary to tear out more than the original estimate calls for the City Council agrees to the tearing out the necessary surface to the extent that the total cost to the City will not exceed the $29,000.00, which you now have in your office.

Yours truly,

City of Lebanon

Ilda Unger

City Recorder

NOTED
J. W. CATTRALL

RECEIVED
AUG 2[illegible]
OREGON
STATE HIGHWAY COMMISSION

NOTED
Harold C. Ayers

RECEIVED
AUG 22 1949
ENGINEER
COUNTY & CITY RELATIONS

RECEIVED
AUG 15 1949
FOR FILING

322-4005

3201

August 15, 1949

Warren Northwest, Inc.
P. O. Box 5072
Portland 13, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3201, which was awarded to you on July 25, 1949 by the State Highway Commission, covering grading and paving on the Lebanon (Milton & Williams Sts.) Section of Lebanon City Streets in Linn County.

An executed copy of this contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

AGENDA ITEM 4A
8/1-2/49

322-4005
3201

August 11, 1949

Ilda Unger
City Recorder
City of Lebanon
Lebanon, Oregon

Dear Madam:

This note is simply to inform you that the State Highway Commission at its meeting last week approved a revision of the "Option for Cooperative Construction Projects" with the City of Lebanon, so as to provide that the state's share of the cost of the improvement shall be in the amount of $15,000. The city will pay the balance. This means that the share to be paid by the city will be somewhat less than that originally contemplated. The city previously has submitted its check No. 21, in the amount of $29,000 to pay its share of the cost of the improvement of Milton and Williams Streets.

The Highway Commission on July 25 awarded the contract for this improvement, at a cost of $33,580. The city's full contribution will be retained at this office pending completion of the project, and determination of the exact amount of the city's share, which will be the difference between the actual cost of the project, less $15,000, which the state, by the Highway Commission's action last week, will assume. Will you kindly pass this information on to the City Council.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBO:ts

FORM E-123 15M 8-49

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
BEN. R. CHANDLER, MEMBER
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

Aug. 11, 1949

NOTED
J. W. CATTRALL

Mr. John F. Hagemann, Field Engineer
County & City Relations Office
O f f i c e

Dear Mr. Hagemann:

I have your letter of August 5, to which is attached a copy of Mr. Baldock's letter of July 26, both of which have to do with an agreement between the State and the City of Lebanon.

It appears that because of developments subsequent to the execution of the agreement that the agreement should be amended. If you can let me have a copy of the original agreement, I will prepare the amendment.

Yours very truly,

J. M. DEVERS

JMD:FRC

Original Agmt to Devers 8/12/49
2 711.

RECEIVED
AUG 1 1949

RECEIVED
AUG 8 1949
FOR FILING

Salem, Oregon
August 5, 1949

Mr. John W. Cattrall

The State Highway Commission has approved revision of the "Option for Cooperative Construction Project" with the City of Lebanon to provide for the State's paying $15,000 of the cost of the project and the City the balance, which is estimated to be $24,000. The $29,000 deposit made by the City of Lebanon will be retained until the work is completed and the unused balance returned to the City at that time.

W. C. Williams

WCW:ms

Salem, Oregon
August 5, 1949

City of Lebanon, Option
for Cooperative Construction
Project

Mr. J. M. Devers
Chief Counsel

Enclosed is a copy of a letter to the Oregon State Highway Commission from Mr. R. H. Baldock, dated July 26, 1949.

The Highway Commission, at its August 1-2 meeting, approved a revision of the option as stated in this letter. It would be appreciated if you would prepare seven copies of a revised 'Option for Cooperative Construction Project' in accordance with the information contained in the attached letter.

Please forward the seven copies of the revised option to this office for execution by the proper city officials.

John W. Cattrall
Acting Engineer,
County and City Relations

By: John F. Hagemann
Field Engineer

JFH:MM
Encl.

RECEIVED
FILING
223.4005
3201

July 26, 1949

Oregon State Highway Commission

Gentlemen:

The Highway Commission entered into an agreement with the City of Lebanon for a project estimated to cost $44,000 on a 0.6-mile section of city street in Lebanon. It was planned that the City would contribute $29,000 and the State $15,000. The City, however, wished to be assured that its expenditure would not exceed $29,000, and, at its request, the "Option for Cooperative Construction Project" stipulated that the City would pay $29,000 and the State the balance, which was then estimated at $15,000. When the bids were received, the low bid was some $5,000 under the estimate, so that now the project is estimated to cost $39,000.

The City had circulated petitions providing for assessment of its property owners for their portion of the cost, and these petitions stated that the State would pay $15,000. There is now considerable criticism by certain property owners, in that the State is now permitted to pay only $10,000. It is my belief that the City entered into this agreement in good faith and on the assumption that the State's share would be $15,000. I recommend, therefore, that the "Option for Cooperative Construction Project" be revised to the extent that the State will pay $15,000 and the City the balance, which is now estimated at $24,000. The City has deposited a warrant in the amount of $29,000, and, if you approve a revision of the option form, there will be refunded to the City, when the project is completed, the balance remaining after the State has paid its $15,000 portion.

This matter will be on the next agenda for your consideration.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:me hi

cc Mr. John W. Cattrell
Mr. M. H. Meade
Mr. H. G. Smith

RECEIVED
JAN 23 1951
FOR FILING

322-1705

3201

AGENDA
AUG 1 1949

July 25, 1949

Warren Northwest, Inc.
P. O. Box 5072
Portland, 13, Oregon

Re: Contract No. 3201

Gentlemen:

Confirming my telegram to you of this date, the State Highway Commission has today awarded to you the contract for grading and paving on Hilton and Williams Streets in Lebanon, Linn County, Oregon. This award is based on your low bid of $33,580 submitted on June 28, 1949.

Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

bs
Enc.

cc - H. G. Smith
Goldie Lewis
S. H. Probert
L. R. White, (S.I.A.C.)

GET CONFIRMED

...e to the account of _____ $

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
DAY LETTER		URGENT RATE	
SERVL		DEFERRED	
NIGHT LETTER		NIGHT LETTER	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1911

A. N. WILLIAMS
PRESIDENT

CHECK

ACCOUNTING INFORMATION

TIME FILED

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
July 25, 1919
9:00 a.m.

Warren Northwest, Inc.
P. O. Box 5072
Portland 13, Oregon

State Highway Commission awarded you today contract for grading and paving project on Milton and Williams Streets in Lebanon, Linn County, Oregon, based on your low bid submitted June 28, 1919. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

RECEIVED
JUL 22 1949
FOR FILING

322-4005

3201

Salem, Oregon
July 22, 1949

Mr. John Cattrall
County and City Relations
Shops

Dear Mr. Cattrall:

This is to advise that we have this morning received Check No. 21 in the amount of $29,000 from the City of Lebanon for their share of the construction costs of Milton and Williams streets.

Very truly yours,

Secretary

FAQ:md

P. T. TWEED, Mayor
ILDA UNGER, Recorder

K. G. WILSHIRE, City Attorney
WALTER JANKE, Treasurer

CITY OF LEBANON
OREGON

LEBANON, OREGON

July 20, 1949

State Highway Commission
Salem, Oregon

Gentlemen:

Enclosed Check No. 21, in the amount of $29,000.00 covering Cities share of the construction cost of the Milton and Williams Streets project.

ck # 21
for $29,000.00 rec.
7-22-49
F-Q.

Yours truly,

City of Lebanon

Ilda Unger

City Recorder

RECEIVED
JUL 22 1949
OREGON
STATE HIGHWAY COMMISSION

Hope contract that the
will be received
soon

RECEIVED
JUL 12 1949
FOR FILING

322+4003-

3201

July 11, 1949

Ilda Unger
City Recorder
Lebanon, Oregon

Dear Madam:

Reference is made to my letter of June 29, requesting payment of $29,000 as per the agreement signed by the City of Lebanon on June 17, 1949. This agreement provides that the City shall contribute $29,000, ten days after demand, as its share of the construction cost of the Hilton and Williams Streets project.

The ten-day period has now expired, and we would appreciate either the remittance or, if the City is unable to meet the terms of the agreement, a letter to that effect. In the latter event, it will be necessary to refer the matter to the State Highway Commission to determine whether the project is to be canceled. We cannot hold up much longer if we are to make award to the low bidder on the project as now constituted.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

cc Mr. John W. Cattrall

JUL 8 1949
FOR FILING

Salem, Oregon
July 9, 1949

Mr. S. H. Probert
Office

Attached is an approved copy of an option for cooperative construction project in the city of Lebanon, particularly covering improvement of Milton Street, from the Santiam Highway to Williams Street, and Williams Street from Milton Street to the south end of the bridge on Williams Street over the Lebanon-Santiam Canal a total distance of approximately 0.61 miles.

The original copy of this option has been retained in Mr. Glaisyer's office for the Commission's files and a copy has been mailed to the City Recorder of Lebanon.

L. H. Warfield
Staff Engineer

LHW/ed
cc: John Cabtrail
F. D. Lemon
M. H. Hamlin

OPTION FOR COOPERATIVE CONSTRUCTION PROJECT
CITY OF ~~LAKEVIEW~~ Lebanon
DISTRIBUTION

1 copy	City of Lebanon
1 copy	H. B. Glaisyer, Secretary
1 copy	J. W. Cattrall, Engineer, County and City Relations
1 copy	S. H. Probert, Office Engineer
1 copy	F. D. Eason, Division 2 Engineer
1 copy	M. H. Hawke, Chief Accountant

REFERRED TO
BY SECRETARY

6-27-49

FORM E-00 ISM 10-00 20007

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 7, 1949

SUBJECT:

To: Mr. R.H. Baldock

I hand you herewith, for further handling, four approved copies of an option for cooperative construction project in the city of Lebanon, particularly covering improvement of Milton Street, from the Santiam Highway to Williams Street, and Williams Street from Milton Street to the south end of the bridge on Williams Street over the Lebanon-Santiam Canal, a total distance of approximately 0.61 miles.

The original copy of this option has been retained in this office for the Commission's files and a copy has been mailed to the City Recorder of Lebanon.

A.L. Leamy
Secretary

rn
attach. 4

1 Probst
1 Cattrall
1 Eason
1 Hauke

RECEIVED
JUN 30 1949
FOR FILING

File

June 29, 1949

Ilda Unger
City Recorder
Lebanon, Oregon

Dear Madam:

On June 28, a satisfactory bid by Warren-Northwest Incorporated was received on the Milton and Williams Streets project in the City of Lebanon.

An agreement between the City of Lebanon and the State Highway Commission, signed by the City on June 17, 1949, provides that the City shall contribute $29,000 ten days after demand as its share of the construction cost. Award of the contract is being held pending receipt of the above sum.

Please make payment by means of a certified check payable to the Oregon State Highway Commission and forward to John W. Cottrell, Acting Engineer, County and City Relations, c/o Oregon State Highway Commission, Salem, Oregon.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: W. C. Williams
Assistant State Highway Engineer

JTE:MM

RECEIVED
AUG 5 1949
FOR FILING

322-4005

3201

Salem, Oregon
July 7, 1949

Mr. R.H. Baldock

I hand you herewith, for further handling, four approved copies of an option for cooperative construction project in the city of Lebanon, particularly covering improvement of Milton Street, from the Santiam Highway to Williams Street, and Williams Street from Milton Street to the south end of the bridge on Williams Street over the Lebanon-Santiam Canal, a total distance of approximately 0.61 miles.

The original copy of this option has been retained in this office for the Commission's files and a copy has been mailed to the City Recorder of Lebanon.

Secretary

rn
attach. 4

(4ab)

July 7, 1949

Ilda Unger, City Recorder
City Hall
Lebanon, Oregon

Dear Madam:

Enclosed herewith, for the City's records and files is an approved copy of the "Option for Cooperative Construction Project" in the City of Lebanon, particularly covering improvement of Milton Street, from the Santiam Highway to Williams Street, and Williams Street from Milton Street to the south end of the bridge on Williams Street over the Lebanon-Santiam Canal, a total distance of approximately 0.61 miles.

This option was approved and accepted by the State Highway Commission at its meeting on June 28, 1949. Will you please bring this to the attention of the city council.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rm
encl.

cc - Hon. P.T. Tweed, Mayor
City of Lebanon
Lebanon, Oregon

Mr. John W. Cattrall

SUMMARY OF BIDS RECEIVED

Project Lebanon (Milton and William Sts.) Section F. A. Project No. —

Highway City Streets Engineer's Estimate $39615.00

County Linn Date Bids Received June 28 1949

Name and Address of Bidder	Amount of Bid
1 - Morrison-Knudsen Co.	$33,550.00

Authorization

1. Contract amount	$ 33,550.00
2. Anticipated Add. items: None	
State force landscaping	
Subtotal, Items 1 to 2	$ 33,550.00
3. Cont. & Engr. (10%)	3,385.00
Subtotal, Items 1 to 3	$ 36,935.00
4. Credit for maint. rock	
Net authorization, Constr.	$ 36,938.00
5. Rights of way	
6. Survey	

Engineer's Recommendation

Authorization		Engineer's Recommendation
1. Contract amount	$ 33,580.00	
2. Anticipated Add. items: None		
State force landscaping		
Subtotal, Items 1 to 2	$ 33,580.00	
3. Cont. & Engr. (10%)	3358.00	
Subtotal, Items 1 to 3	$ 36,938.00	
4. Credit for maint. rock		
Net authorization, Constr.	$ 36,938.00	
5. Rights of way		
6. Survey	2000.00	
Net authorization, Constr. R. of W. and Survey	$ 38,938.00	Asst. State Highway Engineer
Additional contracts required:		State Highway Engineer
Expected ultimate cost	$ 38,938.00	District Engineer, P. R. A.

Finish Lighting to 14+50

1+50 24+00 to go

4965
38,938
43903

E/C - 840 — 1.25 — 1050
Curve - 18' — 45° — 810
3°:0 - 420 — 15 — 630
5°:0 - 180 — 2°0 — 360
3/4-0 - 40 — 3°0 — 120
1 ft. - 20 mf 3°0 — 60
2 C. - 230 7.5° — 1225
4350
435
4785

Memo

1949 $250,000 Project
City of Lebanon

June 8, 1949

Mr. K. D. Wilshire, City Attorney, Lebanon, phoned in the A.M. He wanted a copy of our Notice to Contractors so that he could publish a city ad for bids on the Lebanon project in the local paper. As he claimed he had a deadline of this afternoon, I took a copy of the notice and a set of the plans over to him. He apparently intended to follow the City Charter to the letter, which provides that before property can be assessed the City must advertise for bids and award to the lowest bidder.

I made it plain to him that the Commission could not accept any bids received by the City of Lebanon. All bids, to be acceptable to the Commission, would have to be submitted as provided in our Notice to Contractors. I told him our Legal Department was preparing an agreement which would call for the payment of $29,000 as the City of Lebanon's share of the total project cost. This upset him inasmuch as he did not feel he would be doing his duty in placing a flat sum to be charged against the property owners at this time. He wanted to wait until after bids were received and then sign an agreement for total cost of the project less $15,000.

I told him that it was the Commission's policy, before letting a contract, to have all agreements and related documents signed and in their hands. I did tell him that, if the City so desired, we could probably re-write the agreement to read that the City would pay all costs over and above $15,000 rather than a flat $29,000 as it is presently written. He was afraid to take the responsibility for committing the City to this action.

When I left, the matter stood that we would go ahead with the agreement as originally set up. Under these conditions, he decided he wouldn't advertise for bids in the local paper.

John F. Hagemann

NOTED
J. W. CATTRALL

JFH:MM

NOTED
Harold C. Ayers

Salem, Oregon
June 7, 1949

Mr. J. M. Devers
Chief Counsel

The Commission has approved a project in the City of Lebanon to be constructed from the $250,000 special city allocation. In connection therewith it is necessary that an 'Option for Cooperative Construction Project' be prepared.

In addition to the usual points covered as to relocation of utilities, construction, commencement and design, establishing grades, etc., the following items should be included:

1. The project is on Milton Street from the Santiam Highway to Williams Street and on Williams Street from Milton Street to Grant Street, a distance of approximately 0.61 miles.

2. The project will consist of widening, construction of ~~c.~~ curbs, rock base and sub-base, and asphaltic concrete ~~base~~.

3. City will provide, without cost to State, all necessary or proper rights of way and easements for the project.

4. City will close Milton and Williams Streets within the limits of the project to all but local vehicular traffic during the period of construction.

5. City will contribute the sum of $29,000 within ten (10) days after demand as its share of the total cost of the project.

6. State shall contribute as its share of the total project cost all of the cost over and above the sum of $29,000 contributed by City. It is estimated that the State's share of the total project cost will be $15,000, but the actual cost in excess of the said sum contributed by City shall govern.

NOTED
J. W. CATTRALL

Enclosed are seven copies of a map to be attached to the option as Exhibit "A". After the option has been prepared, please forward seven copies to this office for execution by the proper city officials. A duly executed copy will be returned for your records after acceptance by the Highway Commission.

As this project has been advertised for bids at the June 27-28 Commission meeting, anything you can do to expedite preparation of this option will be appreciated.

John W. Cattrell
Acting Engineer,
County and City Relations

By: John F. Hagemann
Office Engineer

JFH:bm
Encl.

SANTIAM RIVER

SOUTH

Slough

Santiam Canal

END OF CONTRACT
STA. 32+62

BEGINNING OF CONTRACT
STA. 0+00

NINTH

WILLIAMS

GROVE

PARK

SANTIAM HIGHWAY

MAIN

2ND

(U.S. ROUTE 20)

To Albany

To Foster

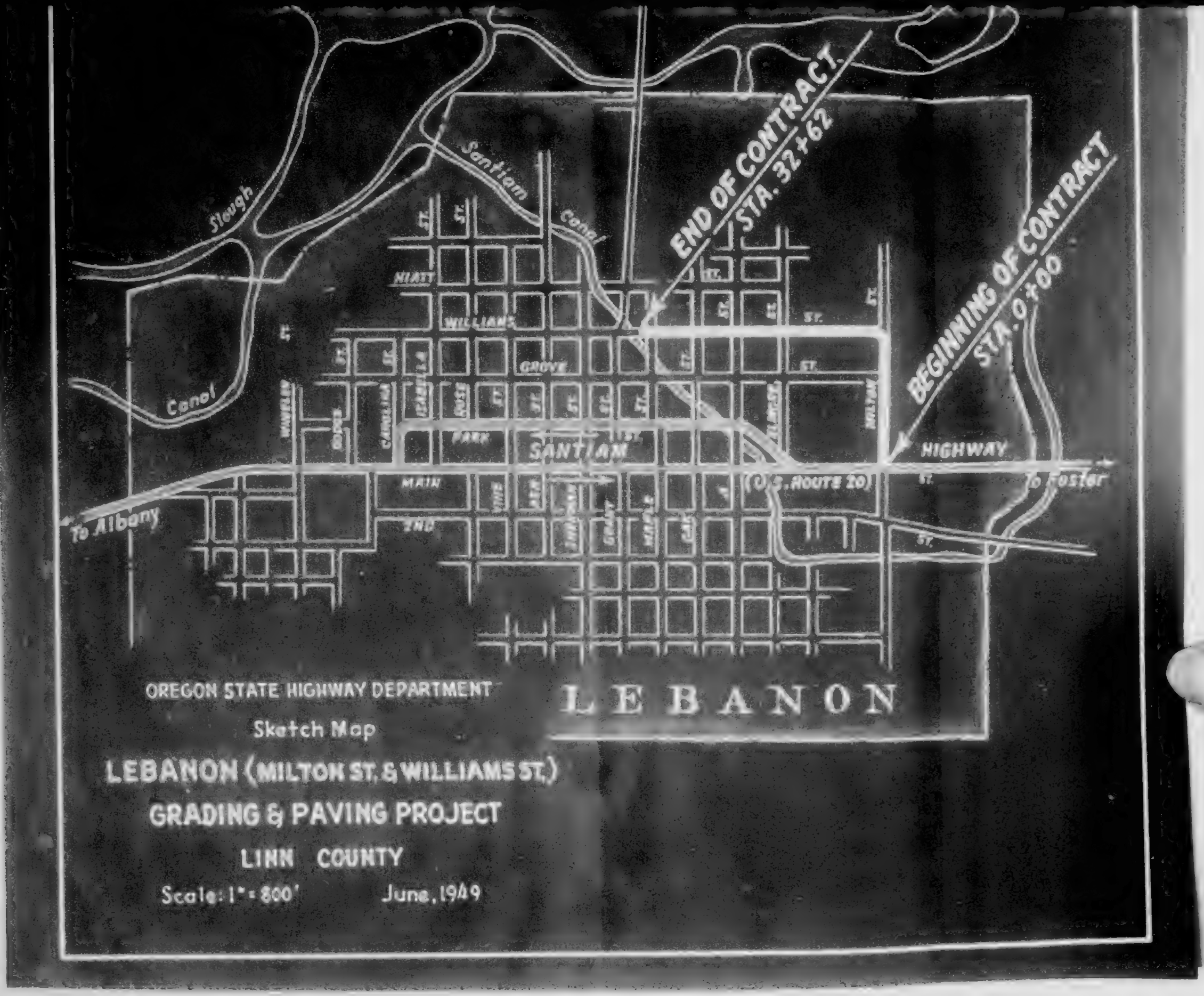
LEBANON

OREGON STATE HIGHWAY DEPARTMENT

Sketch Map

LEBANON (MILTON ST. & WILLIAMS ST.)

GRADING & PAVING PROJECT


Slough
Santiam
Canal
END OF CONTRACT
STA. 32+62
BEGINNING OF CONTRACT
STA. 0+00
Canal
HIATT
WILLIAMS
GROVE
PARK
SANTIAM
HIGHWAY
MAIN
(U.S. ROUTE 20)
2ND
To Albany
To Foster
LEBANON
OREGON STATE HIGHWAY DEPARTMENT
Sketch Map
LEBANON (MILTON ST. & WILLIAMS ST.)
GRADING & PAVING PROJECT
LINN COUNTY
Scale: 1" = 800'
June, 1949

May 11, 1949

Ilda Unger
City Recorder
Lebanon, Oregon

Dear Madam:

At this time we can offer you the following information in connection with the proposed project on Milton and Williams Streets in the City of Lebanon.

The total length of the project is approximately 3,230 feet. Included in this 3,230 foot length are approximately 160 feet of street intersections.

The estimated total cost to the City at this time is $35,000 and the estimated cost to the State is $15,000.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Acting Engineer,
County and City Relations

NOTED
Harold C. Ayers

JWC:MM

NOTED
JOHN W. CATTRALL

FORM E-20 SSM 1-49 20000

OREGON STATE HIGHWAY COMMISSION

322-1461

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 6, 1949

SUBJECT:

To: Mr. H. G. Smith,
Construction Engineer.

Dear Sir:

I am handing you herewith special provisions, estimate, a letter of explanation of drainage from the resident engineer, Mr. Rohrbough, together with map, profile, four rolls of cross-sections, tabulation sheets of computation data covering grades, earthwork, curbs, pavement and base rock materials, all with respect to the Lebanon City Project authorized under the $250,000 Special State Tax Street Fund for the year 1949.

Would you please see that two prints of the profile are sent to Mr. Rohrbough so he can work with the City in getting the drainage installed prior to the contract, also one print to the City and County Relations Department.

Yours very truly,

F. B. EASON,
Division Engineer.

FBE:AM

cc City & County Relations Dept.

NOTED
Harold C. Ayers

NOTED
JOHN W. CATTRALL

RECEIVED
MAY 9 1949
ENGINEER
COUNTY & CITY RELATIONS

ESTIMATE

Lebanon Truck Route
Milton and Williams Streets

Lebanon City Streets
Linn County

Item	Unit	Net	Allow-ance	Total	Unit Price	Amount
General Excavation	Cu. Yds.	3,071	329	3,400	$ 2.00	$ 6,800.00
2" - 0" Rock in Base	" "	2,435	237	2,672	2.50	6,680.00
3/4" - 0" Rock in Base	" "	501	49	550	2.75	1,512.50
Sprinkling	M-Gal.	73	7	80	4.00	320.00
Asphaltic Concrete, Class "B"	Tons	1,505	145	1,650	9.00	14,850.00
Asphaltic Concrete in Patching Class "B"	"	25	5	30	13.00	390.00
Concrete Curbs	Cu. Yds.	155	20	175	50.00	8,750.00
Concrete Walks	Sq. Yds.	30	5	35	3.50	122.50
Removal of Curbs	Lin. Ft.	80	20	100	1.00	100.00
Removal of Walks	Sq. Yds.	50	5	55	1.00	55.00
						$39,580.00
	10% Engineering and Contingencies					3,958.00
				Total		$43,538.00

Estimated Preliminary Engineering $1,905.50

NO[illegible]
Harold C. Ayers

RECEIVED
MAY 9 1949
ENGINEER
COUNTY & CITY RELATIONS

P. T. TWEED, Mayor
ILDA UNGER, Recorder

K. G. WILSHIRE, City Attorney
WALTER JANKE, Treasurer

CITY OF LEBANON
OREGON

LEBANON, OREGON

January 10, 1949

Mr. Forrest Cooper
Engineer County & City Relation
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

This is to notify you that the City Council of Lebanon and the citizens along Milton and Williams Streets are in agreement with the program for the rebuilding of these streets as outlined in your correspondence of September 24, 1948, and will cooperate to the fullest extent with the construction.

Yours truly

P. T. Tweed

Mayor P. T. Tweed
Lebanon, Oregon

September 24, 1948

Mr. P. T. Tweed, Mayor
Lebanon, Oregon

Dear Sir:

We have just completed a preliminary estimate for the improvement of a portion of the truck route in your city. It is that portion beginning at the junction of South Main Street and Milton, east to Williams and north to the bridge crossing the Lebanon Santiam Canal near Grant Street. The total amount is $50,000. It is based on the assumption that the existing surface can be retained. Widening will be necessary to provide a 30-foot pavement on Milton Street and a 32-foot pavement on Williams, curbs throughout where they do not now exist. A 2" asphaltic concrete surface would be required over the existing pavement and 3" on the widened portion. This widened portion, however, will be reinforced with rock material 12" deep.

As you know, the Highway Commission is unable to allocate more than $15,000 to any one city, therefore leaving $35,000 for the city to provide from some source. I am writing this to you so that you can consider the problem and give us an early statement as to your reaction in the matter and an acceptance of the plan, provided the Commission approves. It is assumed that the city will continue the storm drainage project now in progress to include the drainage of this section, and it will not be necessary to include this item in the contract.

It is planned to present this project with others to the Commission at the November 3 and 4 meeting. I would be pleased to have your answer early enough in advance of that date, so as to be included in the agenda.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

C. H. Armstrong
Engineer, County and City Relations

CHA:mm

$25,000 (49)

Lebanon. 0.62 miles

N

Stream

GRANT ST.

Bridge 20' roadway
4' walk

32'

0.06

0.03

16'

Williams St.

Maple St
not improved

Sentum Sand & Gravel
3'-0 base 100 Ft Plant
2'-0 " 100 1 1/2 miles haul.
C. Rock $1.75 at plant
Warren Nash Weed says dry sand bein
Lebanon next year as dry Rock come 40 Rock
to pave for city

Williams Street 60' R/W Elm to Grant - 40' mtn to Elm
Road Bed 32'

60' R/W

GRANT St.

Bridge 20' roadway
4' walk

Stream

Maple St
not improved

Elmwood Crest - 40' macadam to Elmwood

Williams St.

Oak St.

Maple St.

SIDEWALKS - No CURBS

48'

18'

SW

0.06

0.03

0.08

Curbing

0.05

2 Poles
7 Trees

60' R.W.
Road Bed 32'

not improved

No Curbs or S.W.

8'

not improved

Williams Street 60' R/W Elmwood Ave - 40' Milton to Elmwood

Road bed 32'
Curbs 6"
Parking 8'
S. Walks 5'
no drainage Oak St South

60' R/W
Road bed 32'
S.W. 5'
Parking 8'
Curb 6"
New Road 18' wide

Milton Street - 40' R/W
Road bed 30'
S. Walk 5'
no drainage

Cross St 32' W

0.08

RR

33'

0.69

49' 4" Sidewalk

Tree

Road bed 30' wide 18'

Elmore Street - 40' mitten to Elmo

60' R.W

Road 22'
S.W. 5'
Parking 8'
Curb 6'
Travelled 18' wide.

not improved

not improved

P.P.

60' R.W

Pole

8'

15'

12'

Parking

12'

3L

250'

RR

EIMORE-ST

Sidewalk 5' wide

0'-0"

125'

49' 4 6" Sidewalk

Tree

40' R/W

Road 18' wide

Grove-St.

RW 40'

Paved 30'

Oiled 18'

Santiam Highway

ELMORE-ST

40' R/W

Williams St

Grove-St

R/W 40'
Road 30'
Paved 15'

0.148

0.068

0.119

275'

90'

350'

175'

160'

30

125' Curb Line

49'4" Sidewalk

Sidewalk & Curb

Trees

Manhole

Inlet

Gutter

SW

LEBANON

City Limits
To Albany
Paper Mill
MARY
OLIVE
HARRISON
MORTON
TAKENT
HANSARD AVE.
6TH.
7TH.
5TH. AVE.
3RD.
2ND.
MAIN
EATON ST.
WHEELER
O'NEIL ST.
ALBANY - SANTIAM
CANAL
DODGE
ACADEMY
CAROLINA
ISABELLA
ROSE
VINE
ASH
SHERMAN
GRANT
MAPLE
OAK
HIGHWAY
S.P.Co.R.R.
SANTIAM
LEBANON - SANTIAM CANAL
S. SANTIAM RIVER
CRESCENT
WALNUT
CLEVELAND
WILLIAMS
HUTT
S.A.Co. R.R.
EDDIE
RIVER
GROVE
MILTON
O.E. Rr.
FRANKLIN
City Limits

Sheet ____ of ____

OREGON STATE HIGHWAY DEPARTMENT

Department of County and City Relations

ROAD LOG DATA SHEET

Location Lebanon Logged by HGA Car No. 46-45

Road or Street Williams Recorder HGA

Date 3-9-48 Weather clear warm Project 250,000-(47)

M. P.	Location	Length	Width	Type	Condition	Remarks
			32' 24' int			
.00	Milton St		18'	0-9	Poor	Alligator bridge
.16	± Elmore					
.25	RR				Fair	Need Reseal
.31	± Oak					
.39	± Maple					Curb - to curb
.44	± Grant		32' 18'			
.50	± Sherman	.98			Fair	Curbs & gutter
.56	± Ash					
.63	± Vine					
.69	± Rose					
.75	± Isabella					
.81	± Carolina					
.89	± Dodge				bad	Gut
.98	Wheeler				~~Poor~~ Fair	need reseal
1.07	± Grove					
1.14	± Park					
1.18	Eaton	.22				
1.22	Tunnel					

48.34 #3 Typical Contours

48.35 # 4 - Elbow RR looking North

Sheet ____ of ____

OREGON STATE HIGHWAY DEPARTMENT

Department of County and City Relations

ROAD LOG DATA SHEET

Location Lebanon Logged by HBC Car No. HG-45-

Road or Street Milton St Recorder HBC

Date 3-9-48 Weather warm - clear Project 250,000 (6)1

M. P.	Location	Length	Width	Type	Condition	Remarks
00	Kuney		32' 20'	0-9	Fair	hard surface
.20	Wellsmin					

Lebanon 3-9-48
Grant Street from Hiatt, looking east

Lebanon 3-9-48
Typical of general condition of Williams St.

Lebanon 3-9-48
Williams Avenue from I.R., looking north

R E S O L U T I O N

3-17-48

WHEREAS, Section 2 of Chapter 425, Oregon Laws 1947, provides:

"Beginning with the year 1947 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, Chapter 413, Oregon Laws 1945; section 115-528, O.C.L.A., in the event it becomes law; section 29 of house bill No. 175 of the forty-fourth legislative assembly, and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act; but in no event shall payment under this act be made to cities for any year unless more than $11,000,000 is credited to such fund, and allocations hereunder shall be made to cities only from any excess over $11,000,000 credited to such fund in any year",

and

WHEREAS, Section 3 of said act provides that:

"Such appropriation shall be allocated to the cities as follows: The sum of $250,000 shall be withdrawn from such appropriation and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said $250,000 shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities",

and

WHEREAS, the City of Lebanon is an incorporated city of the State of Oregon, and has a population of 2,729, as given by the latest official census, and

WHEREAS, the following streets of said city,

Milton Street, from Main Street East to the East City limits;

Williams Street, from Milton Street north to Wheeler Street;

Wheeler Street West from Williams Street to Main Street;
Grant Street from Main Street East to the East City limits;
Oak Street from Main Street West to Fifth Street;
Fifth Street from Oak Street north to Tangent Street;

are not a part or parts of the state highway system, but are streets of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy industrial traffic", and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement, and such city is without necessary funds with which to do said work,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit:

Milton Street, from Main Street East to the East city limits;
Williams Street from Milton Street North to Wheeler Street;
Wheeler Street West from Williams Street to Main Street;
Grant Street from ~~Main~~ Williams Street East to the East City limits;
Oak Street from Main Street West to Fifth Street; and
Fifth Street from Oak Street North to Tangent Street;

are in need of repair, reconditioning and other major improvement.

2. That said streets are in their present state and condition of disrepair, by reason of a sudden increase in population in the area, or because of excessive and unusual industrial traffic, and the city is without the funds necessary to put said streets in proper condition for the traffic to which they are being subjected.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair and other improvement out of funds allocated and made available by and through

the said $250,000 appropriation of state highway revenues.

4. That the City of Lebanon does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation.

Passed and approved this 17th day of February, 1938.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

ATTEST:
Geo H Candle
City Recorder.

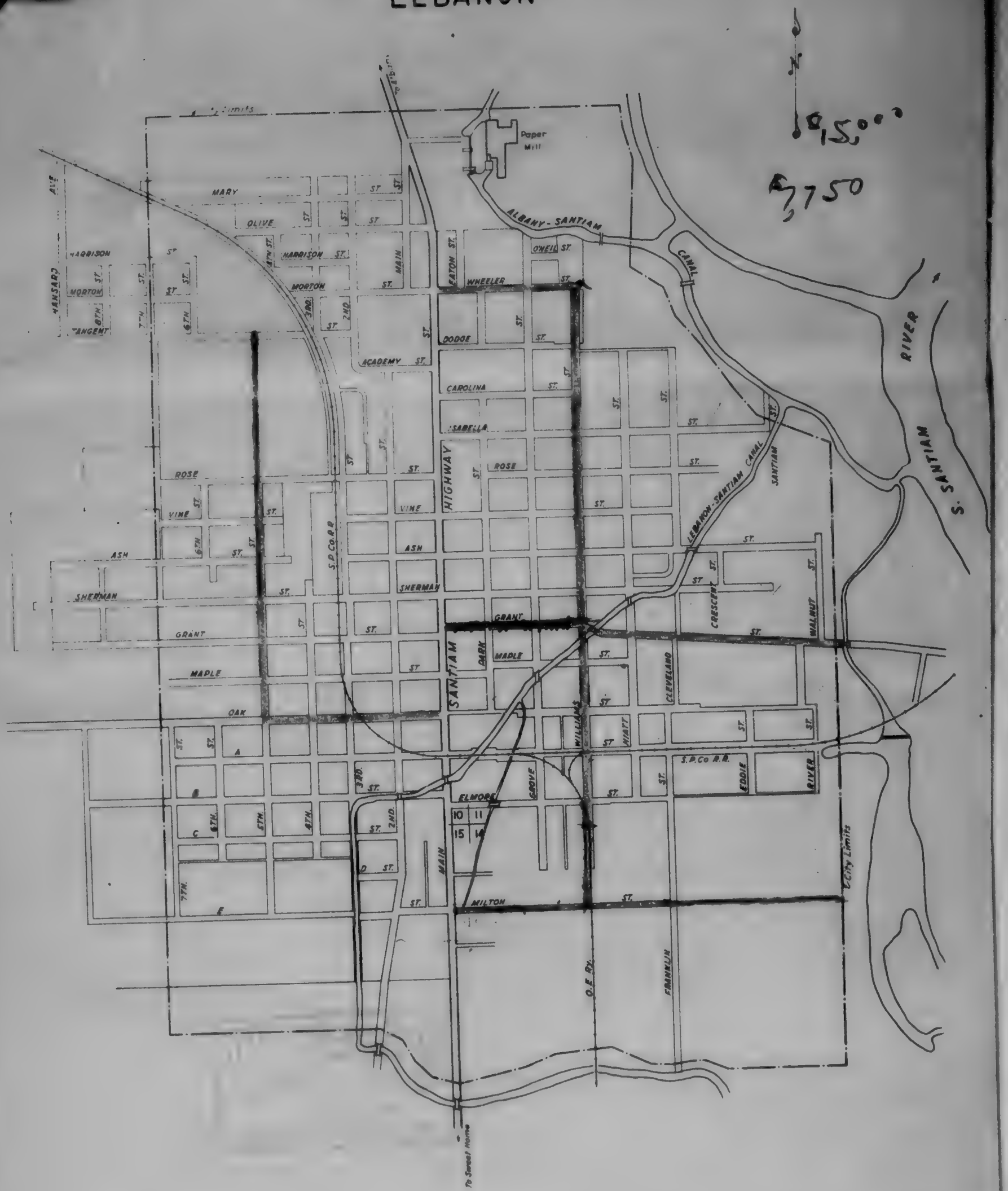
R T Reed
Mayor

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Lebanon at a regular or special meeting of said council, held on the 17th day of February, 1938, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 17 day of February, 1938

Geo H Candle
City Recorder

LEBANON


N
1"=1,500'
1"=750'
Paper Mill
ALBANY - SANTIAM CANAL
RIVER
S. SANTIAM
LEBANON-SANTIAM CANAL
SANTIAM
HIGHWAY
S.P.Co.R.R.
MARY
OLIVE
HARRISON
MORTON
ACADEMY
DODGE
WHEELER
O'NEIL
EATON
MAIN
CAROLINA
ISABELLA
ROSE
VINE
ASH
SHERMAN
GRANT
MAPLE
OAK
ELMORE
MILTON
PARK
CLEVELAND
WILLIAMS
WYATT
CRESCENT
WALNUT
EDDIE
RIVER
GROVE
FRANKLIN
O.E. Rd.
City Limits
To Sweet Home
HANSARD AVE
TANGENT
1ST
2ND
3RD
4TH
5TH
6TH
7TH
A
B
C
D
E
10
11
15
14

1-1015 Dewey Avenue Grade Separation 1949
Baker-Unity Highway

#3202

SUBJECT: Unsettled Bills - State of Oregon

RECEIVED 1952 FOR FILING

UNION PACIFIC RAILROAD COMPANY

FORM 550
3-52-2500

ACCOUNTING DEPARTMENT

R. M. SUTTON, GENERAL AUDITOR
E. M. KERRIGAN, SENIOR ASSISTANT GENERAL AUDITOR
H. J. BEARSS, ASSISTANT GENERAL AUDITOR

E. R. MILLER, AUDITOR OF DISBURSEMENTS
L. A. WHITE, AUDITOR OF GENERAL AND STATION ACCOUNTS
G. A. O'KEEFE, AUDITOR OF MISCELLANEOUS ACCOUNTS

T. J. CUMMINS, AUDITOR OF FREIGHT ACCOUNTS
H. B. JACOBSEN, AUDITOR OF PASSENGER ACCOUNTS
L. R. HILKER, AUDITOR OF EQUIPMENT SERVICE ACCOUNTS

OMAHA 2, NEBRASKA.

May 14, 1952

G 13-0

L-202

State of Oregon,
State Highway Dept.,
3400 Salem, Oregon.

Gentlemen:

This refers to bill collectible Audit No. 570383, amount $22,044.24, covering expense incurred by the Union Pacific Railroad Company in connection with the construction of highway underpass at Dewey Avenue, Baker, Oregon, rendered on basis of General Administrative Memorandum 299 as provided in Section 4 of Agreement Audit No. 72084 during the period December 19, 1949 and August 28, 1951.

Your prompt remittance, made payable to the Union Pacific Railroad Company, and forwarded to our Assistant Treasurer, Mr. L. L. Burri, Omaha 2, Nebraska in settlement of this bill will be greatly appreciated.

Yours truly,

L. A. WHITE

NOTED
W. C. WILLIAMS

5/20/52
Adv. pay't 90% of bill made 5/9/52 - Balance will be paid when coop. statement is made up. In the meds no answer cag

PLEASE RETURN TO
W. C. WILLIAMS

RECEIVED
MAY 20 1952
STATE HIGHWAY COMMISSION

RECEIVED
MAY 19 1952

ASSIGNMENT

May 19, 1952 No. 409
By

Description: Letter of May 14 by L. A. White of Union Pacific Railroad Company re bill collectible Audit No. 570383 in amount of $22,044.24, covering expense by UPRR Co. in connection with Dewey Avenue (Baker) underpass

Acknowledged by _____ Referred to Gardner ✓

Investigate and report with recommendation
xx ~~Investigation~~, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for _____ signature

PLEASE RETURN TO W. C. WILLIAMS

Assignment executed 5-21-52 Report received _____

Remarks: Letter above not requiring an answer. W. C. WILLIAMS

RECEIVED
APR 25 1951
FOR FILING

1-1015

3202
(CONTRACT NO.)

OREGON STATE HIGHWAY COMMISSION
(date)
APRIL 25, 1951

(EST. NO.)	(CONTRACTOR)
18-FINAL	VALLEY CONSTRUCTION CO.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
6337	R-14509	$ 16,196.86	4/23/51

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: Nov. 30, 1950

Time Extensions: Extended to Dec. 22, 1950 without penalty

Completion Date: Dec. 22, 1950

Date Accepted: Feb. 26, 1951

Penalties: None of record

Claims: None of record

Remarks:

Date: 4-25-51

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: APR 26 1951

NOTED ON CARD

RECEIVED
APR 1 - 1951
FOR FILING

1-1015

3202

April 4, 1951

Great American Indemnity Co.
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

State highway contract No. 3202 for work performed on the Dewey Avenue Grade Separation on the Baker-Unity Highway was completed by the contractor, Valley Construction Co., on December 22, 1950 and was formally accepted by the Highway Commission on February 26, 1951.

Revised final payment in the amount of $16,196.86 will be released to the contractor on or after April 14, 1951. The total contract amount is $397,186.98, of which amount $2,936.40 represents force account items.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is given as your Company appears as surety on the performance bond furnished by the contractor in connection with this project.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD
4-4-51 JK

RECEIVED
MAR 13 1951
FOR FILING

I-1015

3202

March 12, 1951

Valley Construction Co.
6100 N. E. Columbia Blvd.
Portland, Oregon

Gentlemen:

The State Highway Commission, at its meeting on February 26, 1951, had under discussion your request for an extension of time of 22 days, from November 30 to December 22, 1950, within which to complete your contract No. 3202 covering construction of the Dewey Avenue Grade Separation on the Baker-Unity Highway in Baker County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

gl

Secretary

cc: E. F. Chidsey,
Division Engineer

O. R. Kennon,
Resident Engineer

G. S. Paxson,
Bridge Engineer

NOTED ON CARD

3-12-51 gl

RECEIVED
FOR FILING
1-1015
3202

February 23, 1951

Request for extension of time No. 11, last request for February 25 and 26 meeting.

State Highway Commission

Gentlemen:

Re: Jenny Avenue Grade Separation
Contract No. 3202
Valley Construction Company,
Contractor

Herewith copy of contractor's request for an extension of time, from November 30 to December 28, 1950, during which time the Jenny Avenue Grade Separation on the Baker-Unity Highway in Baker County was completed.

The project was essentially complete on the specified completion date. The only work which remained to be done after that date was general clean up of the site and some minor work in connection with the finishing of the concrete surfaces. The structure was completed sufficiently to permit opening it to traffic on November 8, 1950, at which time it was dedicated and appropriate ceremonies held by the Baker County Chamber of Commerce. The State was not put to additional expense because of the delay in completing the project.

It is recommended that the extension be granted without penalty to the contractor. This is a State Project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

R. H. Baldock
State Highway Engineer

GHP:gm
Attachment

RECEIVED
FOR FILING

1-1015
3202

February 23, 1951

Great American Indemnity Co.
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 3202 for work on the Dewey Avenue Grade Separation on the Baker-Unity Highway, in Baker County, was completed by the contractor, Valley Construction Company, on December 22, 1950 but has not as yet been formally accepted by the Highway Commission.

Final payment in the amount of $13,458.75 will be released to the contractor after acceptance by the Commission. The total contract amount is $394,448.87, of which amount $2,936.40 represents force account items.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is given as your Company appears as surety on the performance bond furnished by the contractor in connection with this project.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD
2-23-51 gf

RECEIVED
JAN 30 1951
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

1-10 15

3202

January 26, 1951

Honorable Geo. H. Flagg
Public Utilities Commissioner
Public Service Building
Salem, Oregon

Re: File L-1413

Attention: Mr. David Don

Dear Sir:

For the purpose of information in your file, I enclose herewith copy of letter from Sumpter Valley Railway Company in which it gives its approval and acceptance of the work done by the State Highway Commission in connection with the facilities of Sumpter Valley Railway Company on the Dewey Avenue Undercrossing project, your File F-2197.

It is a matter of satisfaction to us to receive such a communication from the Company.

Very truly yours,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Counsel

JWD:ms
Enc.

cc: Mr. W. C. Williams ✓
w/ enc.

Mr. G. S. Paxson

SUMPTER VALLEY RAILWAY COMPANY

COPY

L. J. Roedel, President
J. F. Carpenter, General Manager
A. C. Lighthall, Jr., Secy-Treas.
F. M. Chandler, Auditor

Baker, Oregon
January 17, 1951

Mr. O. R. Kennon, Res. Engineer
Oregon State Highway Department
Baker, Oregon

Dear Mr. Kennon:

In connection with the construction of the Dewey Avenue underpass, Bridge No. 6531, Contract No. 3202, Valley Construction Company, Contractor, this letter is to indicate our acceptance of that portion of work which concerned the Sumpter Valley Railway Company. Said portion of project involving the construction of new "Interchange-track" from Engr. Sta. 0+46 to 45+97.64 and "Connecting-track" at Engr. Sta. 0+46 to 8+25, including 36-ft. culvert, 60-ft. skew-plate steel-girder span with 111-ft. of pile trestle approaches, and 45-ft. through-plate steel-girder span with 85-ft. of pile trestle approaches; with the 60-ft. and 45-ft. steel-girder spans as well as ties, rails, and rail-fittings furnished by the Sumpter Valley Railway Company.

We wish further to express our sincere appreciation and complete satisfaction with the quality of materials and workmanship furnished on this project.

Very truly yours,

SUMPTER VALLEY RAILWAY COMPANY

/s/ J. F. Carpenter

J. F. Carpenter
General Manager

RECEIVED
JAN 18 1951
FOR FILING

1-10 15

3202

January 18, 1951

Great American Indemnity Co.
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to make semi-final payment to Valley Construction Co. on contract No. 3202, covering grade separation on the Dewey Avenue Section on the Baker-Unity Highway in Baker County. This payment, in the amount of $27,584.61, will be made on or after January 29, 1951. The retained percentage is $11,783.20.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD
1-19-51

RECEIVED
OCT 24 1950
FOR FILING

1-1015

3202

October 23, 1950

Leo Adler, Chairman, Program Committee
Baker County Chamber of Commerce
Baker, Oregon

Dear Mr. Adler:

I have just received your letter of October 20 with further reference to the dedication of the Bowey Avenue Underpass, and I note your inquiry concerning Mr. McIver.

From the best information that is available to me, Mr. Reynolds will be the only member of the Highway Commission present on this occasion. Mr. Glenn S. Paxson, Bridge Engineer, will be present, and perhaps E. F. Chidsey, Division Engineer, La Grande. Mr. Paxson had charge of the designing and construction of the Underpass and would be glad to give you any information concerning this structure that you might desire.

It is just too bad that the date of the dedication is so close to the Highway Commission's regular meeting, otherwise more from the Highway Department could attend.

With kindest regards,

Sincerely yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HSG/fm

BAKER COUNTY CHAMBER OF COMMERCE

BAKER, OREGON

October 20, 1950

Mr. H.B. Glaisyer,
Secretary, Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

Thanks for your letter of Oct. 17th, and regret to note therein that Mr. Baldock will be unable to be present at the dedication of the Dewey Ave. Underpass.

Do you know whether Mr. McIver will be able to attend this ceremony; if not, who will be here from the Commission besides Chas. Reynolds, as I understand, of course, that Mr. Chandler will be busy with Mr. Baldock that day.

Kind personal regards.

Leo Adler

Lee Adler,
Chairman, Program Com.

RECEIVED
OCT 23 1950
OREGON
STATE HIGHWAY COMMISSION

ANSWERED

RECEIVED
OCT 18 1950
FOR FILING
1-1012
3202

October 17, 1950

Lee Adler, Chairman, Program Committee
Baker County Chamber of Commerce,
Baker, Oregon

Dear Mr. Adler:

I have discussed with Mr. Baldock your letter of October 11 in which you suggest that he give the principal address at the luncheon preceding the dedication of the Dewey Avenue Underpass on Wednesday, November 8. Mr. Baldock appreciates very much the honor that you have extended to him. Because of his early association with the people of your city and because of the numerous friends he has made of the people of your city, where he became connected with the organization which has provided him with his chosen career, he would like nothing better than to accept your invitation but he has asked me to explain to you that it is an impossibility due to the fact that the Dedication takes place on the day prior to the next meeting of the State Highway Commission.

I am now preparing an agenda for that meeting, which is scheduled for two days, and I anticipate that I will have some 12 or 14 pages of material for the Commission to pass on. Most of this will be of an engineering character and it is imperative that Mr. Baldock be present to advise the Commission on these matters as they are discussed. It is also necessary that Mr. Baldock consult with the Chairman of the Commission, Mr. Ben R. Chandler, prior to each meeting to explain and discuss the matters that are on the agenda. It is customary for Mr. Baldock to consult with the Chairman on the day prior to the Commission meeting, and such arrangement has already been made for Wednesday, November 8. So you see, Mr. Baldock could not possibly take part in your ceremonies, notwithstanding his sincere regret at not being able to do so.

Extending to you my best wishes that you will have a very successful occasion, I remain

Sincerely yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HEG/fm

P.S. Mr. Baldock asked me to tell you he made a number of attempts to reach you by telephone but was unsuccessful. He is leaving tomorrow morning for New Mexico for some sort of conference.

BAKER COUNTY CHAMBER OF COMMERCE

BAKER, OREGON

October 11, 1950

Mr. H.B.Glaisyer,
Secretary, Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

The Roads and Highways Committee of this organization, of which Mr. P.T.Fertner is Chairman, and my Program Committee, met to make arrangements for the luncheon on November 8th and the dedication of the Dewey Ave. Underpass.

I read your letter of the 9th to the Committee in which you stated it is indefinite whether Mr. Chandler or Mr. McIver can be present for that meeting.

Mr. Baldock, your Engineer, is a former Baker resident and really got his start with the Highway Commission here and is well known in Baker. The Committee thought it would be nice if he could give the principal address at the luncheon, in case neither of the above mentioned gentlemen are coming. His address could be on Highway matters or he could go into the history of the underpass.

We had in mind to have Mr. Reynolds preside at the luncheon, and too, Mr. Fortner plans on using him in the dedication at the underpass.

We would appreciate an early reply to the above, as we are holding our publicity back as to whom the principal speaker will be.

With kind personal regards, I am

Sincerely,

Leo Adler

Leo Adler,
Chairman, Program Com.

P.S. Hooray for Washington State, but too bad Southern California woke up the last quarter.

RECEIVED
OCT 11
...ERED
...GLAISYER

RECEIVED
OCT 16 1950
FOR FILING

1-1015
3202

October 16, 1950

Mr. F. T. Fortner, Chairman, Roads and Highway Com.
Baker County Chamber of Commerce
Baker, Oregon

Dear Mr. Fortner:

In reply to your letter of October 11 requesting suggestions in connection with the exercises for the dedication of the Bonny Avenue Underpass, your idea of the band is very good. A band always keeps the crowd interested until the ceremonies commence, and it would also be nice to have some band music after the ceremonies are concluded.

Naturally you will have a chairman in charge of the ceremonies, and he will be stationed on a platform of some sort with a loud speaker for his use and for the use of the main speaker, also on the platform with other dignitaries. At the appropriate time the chairman will call the meeting to order with a few remarks and will then introduce the main speaker.

It is customary to stretch a ribbon across the roadway and at the conclusion of the address to have the ribbon severed by one of the charming young ladies of the community, surrounded by the dignitaries. That's about all that is absolutely necessary, and I believe is about as short a program as you could provide.

Of course, there will be newspapermen present, and it would be nice, I think, if a few pictures could be taken, including a picture of the main speaker and the dignitaries on the platform, and also a picture of the actual cutting of the ribbon.

If these suggestions are of any value to you I am most thankful.

Sincerely yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

MMO/fm

BAKER COUNTY CHAMBER OF COMMERCE

BAKER, OREGON

October 11, 1950

Mr. H.B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Gentlemen :

In connection with our dedication exercises for the Dewey Ave. Underpass on Wednesday, November 8th, thought you might be able to give me somesuggestions as to what is usual for such an affair.

In other words, we have never attended a dedication of that kind, and like to know about what should go on. We plan our luncheon from 12 to 1:15 with the dedication at the underpass at 1:30.

We will have a band out for the dedication and wish to make the program as short as possible.

Any suggestions you can offer as to what should be done at the dedicatory services will be appreciated.

Sincerely,

P.T. Fortner

P.T.Fortner,
Chairman, Roads and Highway Com.

ptf.s

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OCT 18 1950
FOR FILING

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3202

THE DEWEY AVENUE UNDERCROSSING

NOTED

This project has had a long and rather checkered history. As far back as 1936 it was on a list of dangerous railroad crossings scheduled for early elimination. In that year the Congress included in the federal-aid legislation a fund to be used exclusively for the elimination of railroad grade crossings. That fund, like all funds, was not inexhaustible, and the end came before Dewey Avenue was reached. Finally in 1941 the Highway Commission definitely approved the project for construction. Surveys were started soon afterward, and the preliminary work was completed in the summer of that year.

The project was complicated by the grade crossing of the Sumpter Valley Railroad a few hundred feet away. The elimination of one grade crossing while leaving another in place within such a short distance could hardly be justified. The logical solution of the problem was the combining of the crossings so that one structure could be used. The first location provided for a relocation of the Sumpter Valley Railroad parallel to the Union Pacific across Dewey Avenue and then diagonally to join the existing tracks near the lumberyard. This location was found to be impractical because of right-of-way difficulties.

And then came World War II. Materials commonly used in bridge construction were allocated to war needs. Labor was scarce. Many of our engineers were building roads in the South Pacific. The project came to a standstill and could not move again until the war was over.

One of the early postwar projects was the improvement of the Dooley Mountain Section of the Baker-Unity Highway. This improvement made it practical to haul logs and lumber to the Baker mills by truck, and the old Sumpter Valley Railroad, that had served this need for so many years, passed out of existence except for switching connections to local mills. Under these conditions a line became practical on the Union Pacific right of way to the east and connecting to the mills near the Sumpter Valley roundhouse.

Early in 1946 negotiations with the railroads were again undertaken. Through the splendid cooperation of the Union Pacific, the Sumpter Valley Railway Company, the Baker School District, and the City of Baker, a final plan was worked out satisfactorily to all parties. Under this plan the City of Baker furnished all of the water and sewer pipe for the revision of these systems made necessary by the lowering of the street grade and also arranged for the abandonment of the irrigation ditch which was located where the new Sumpter Valley tracks are now in place. The Baker School District made available a part of the school playground to provide the necessary working room for the contractor's equipment. The Sumpter Valley Railway Company provided the right of way across their property and the property of their affiliated company, the Oregon Lumber Company, furnished the ties and rails for their new line, and furnished the steel for the two new bridges on their line. The Union Pacific Railroad allowed the use of a part of their right of way for the Sumpter Valley tracks and contributed 10 per cent of the total cost of the project, exclusive of the cost of the Sumpter Valley track change. The State prepared the design, awarded the contract, supervised the work and paid all costs except those previously mentioned.

The State Highway Commission was left with a major financial problem. Dewey Avenue is a part of the route of the Baker-Unity Highway. This is a secondary highway in so far as its federal-aid classification is concerned. Federal-aid-secondary highway funds cannot be expended inside the city limits of our larger cities. Neither would the project qualify for urban-federal-aid funds because it is on a secondary highway route. The postwar federal-aid legislation did not provide a specific allocation for grade-separation projects. This left our meager surplus of state funds, over and above those required to match federal aid, as the only available source from which to finance the project. The Highway Commission realized the need, the City of Baker had waited a long time with at least reasonable patience, and by literally scraping the bottom of the barrel money was found and allocated to the job.

This undercrossing is truly a major project. The contract amount, based on the estimated quantities, is $434,547.50. The Union Pacific Railroad Company's costs in revising their rail, signal, and telegraph systems will be approximately $28,000. When engineering and miscellaneous costs are added, the total will be about a half million dollars. A few of the major items entering into the project may be of interest. The excavation required the moving of about 30,000 cubic yards of material. There are 11,500 linear feet of piling under the foundations. The abutments and walls contain 2,700 cubic yards of concrete and 630,000 pounds of reinforcing steel, and there are 116,000 pounds of structural steel in the girders supporting the railroad tracks. These are the major items and along with them are fifty other items of less amount but necessary for the proper functioning of the project.

This undercrossing not only eliminates the Dewey Avenue crossing but also an equally dangerous crossing at Fourth Street. A new routing for traffic to and from the residential district on the hill has been provided. One of the important accomplishments is the providing of a safe route for school children by which they may cross the busy highway without danger as they go to and from school.

The contract was awarded to the Valley Construction Company of Portland on July 27, 1949. The work has been directed by Mr. Henry Waldar, vice-president of that company. He and his organization have indeed done a good job. The project is ready for use ahead of the specified completion date, which was set for November 30. In these days of scarcity of both men and materials this is a real accomplishment. The State and the people of Baker offer their thanks and commendations for a good job well done.

Many engineers of the Highway Department have contributed to the planning and construction of the project. Especial mention should be made of Mr. L. C. Smitton and Mr. O. R. Kennen, Resident Engineers, and their assistants who have been in direct charge of the work.

October 16, 1950

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October 9, 1950

Members of the State Highway Commission

Gentlemen:

I have just received a letter from Leo Adler, Program Committee Chairman, Baker County Chamber of Commerce, relative to the dedication of the Dewey Avenue Underpass on Wednesday, November 8. I enclose a copy for your information.

In my reply I told Mr. Adler that the members of the Commission would like to attend this function but there is a question whether or not it would be possible for them to do so; also, that I thought Mr. Reynolds would give the luncheon talk if the others could not be present.

Respectfully yours,

Secretary

HHJ/ks

Encl.

BAKER COUNTY CHAMBER OF COMMERCE

BAKER, OREGON

October 5, 1940

Mr. H.B. Glaisyer, Sec.,
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

Yours of the 3rd received today, relative to dedication of the Dewey Ave. Underpass in Baker on November 8th, Wednesday.

I am sure you understand, there will be a luncheon, at which you advise you will furnish a guest speaker; it is planned immediately following the luncheon to have dedication ceremonies at the Underpass.

As we are having a joint meeting of our Program and Roads Committees on Tuesday evening, Oct. 10th, we would appreciate your advising us, if you can, as to who will be guest speaker at theluncheon at noon the 8th.

Awaiting further word from you, I am

Sincerely,

Leo Adler

Leo Adler,
Chairman, Program Com.

COPIES TO COMMISSIONERS

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October 3, 1950

Leo Adler, Chairman, Program Committee
Baker County Chamber of Commerce
Baker, Oregon

Dear Mr. Adler:

The State Highway Commission at its meeting last week discussed the dedication of the Dewey Avenue Underpass in Baker. The Commission understands that the date for the ceremonies has been changed to Wednesday, November 8, so as not to interfere with the regular meeting of the Commission which is scheduled to be held in Portland on the 9th and 10th.

I was instructed to inform you that the State Highway Commission will be represented at this function, and whoever attends will be prepared to address the group, in compliance with your request.

Because of the fact that the dedication is to take place immediately prior to the meeting of the Highway Commission it will not be possible for as many to attend as was originally anticipated. Notwithstanding, I trust that the occasion will be a great success.

With kindest regards,

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

NBC/fm

cc - P. T. Portner

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

1-1015

3202

WESTERN UNION

1201

(27)65

V. P. MARSHALL, PRESIDENT

SYMBOLS

DL = Day Letter

NL = Night Letter

LC = Deferred Cable

NLT = Cable Night Letter

Ship Radiogram

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R H BALDOCK

STATE HIGHWAY COMM IMPERIAL HOTEL PTLD

ARRANGING DEWEY UNDERPASS MEETING WEDNESDAY NOON NOVEMBER EIGHTH IN BAKER

P T FORNER CHAIRMAN HIGHWAY COMMITTEE BAKER COUNTY CHAMBER OF COMMERCE

RECEIVED
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FOR FILING

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

September 7, 1950

Leo Adler, Chairman
Program Committee
Baker County Chamber of Commerce
Baker, Oregon

Dear Mr. Adler:

I shall be pleased to bring to the attention of the State Highway Commission your letter of September 1, concerning the dedication of the Dewey Avenue Underpass in Baker.

I will advise you further of any developments that may occur.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ts

cc - Mr. P. T. Portner
Chairman, Highway Committee
Baker County Chamber of Commerce
Baker, Oregon

September 7, 1950

Members of the State Highway Commission:

Gentlemen:

I attach for your information a copy of a letter that I have received from Mr. Leo Adlum, Chairman, Program Committee, Baker County Chamber of Commerce, regarding the proposed dedication of the Dewey Avenue Underpass in Baker. Incidentally, the date set for this dedication is Thursday, November 9, 1950.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HHO:ts
Enc.

cc - R. H. Baldock
H. C. Williams
Rener

BAKER COUNTY CHAMBER OF COMMERCE

BAKER, OREGON

AGENDA
SEP 28 1950
5-a-4

COPIES TO COMMISSIONERS
H. B. Glaisyer
H. C. Williams

September 1, 1950

Mr. H.B.Glaisyer,
Secretary,
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Thanks for your letter of August 25th, relative to dedication of the Dewey Ave. Underpass in Baker.

I am sending a copy of your letter to Mr. P.T.Fortner, Chairman of the Highway Committee of the Chamber. His committee will work out appropriate ceremony on the dedication of the underpass and have charge of the luncheon. My only duty is to ask you to furnish a speaker for the occasion to make an address suitable to the occasion and to get as many of your officials as possible present for the dedication.

Sincerely,

Leo Adler

Leo Adler
Chairman, Program Com.

la;s

cc-P.T.Fortner
Chairman, Highway Committee

ACKNOWLEDGED
H. B. GLAISYER

NOTE TO [illegible]
DATE 9/2

49

August 15, 1950

Mr. Lee Adlum
Chairman, Program Committee
Baker County Chamber of Commerce
Baker, Oregon

Dear Mr. Adlum:

I presented to the State Highway Commission at its meeting this week your letter of August 17, 1950, concerning the dedication of the Army Access Interchange in Baker on Thursday, November 2, 1950.

I was instructed to inform you that the members of the Commission would like very much to attend this dedication, but cannot at this time state definitely if it will be possible for them to be present. However, if circumstances are such that they can not all attend, the Commission will be represented.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HHD:bs

cc - Commissioners
R. H. Baldock
W. C. Williams
J. H. Reeves

BAKER COUNTY CHAMBER OF COMMERCE

BAKER, OREGON

COPIES TO COMMISSIONERS

August 17, 1950

Mr. H.B. Glaisyer, Sec.,
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

As per our conversation while you were in Baker recently with both you and members of the Highway Commission regarding dedication of the Dewey Ave. Underpass in Baker on November 9th, Thursday, I informed you I would write you regarding this matter before the next meeting of the Commission.

We here in Baker feel that this underpass is a decided asset to the city, and is justly deserving of a dedication. We would like to have a luncheon on this occasion, but so far as the dedication of the underpass itself is concerned, it can be worked out by the Roads Committee of the Chamber with your group.

Please let me hear from you as to whether this meeting would fit in with your plans, and oblige

Yours truly,

Leo Adler.

Leo Adler,
Chairman, Program Com.

la;s

Recd 8/18/50 - 4:15 P.M.

ANSWERED
GLAISYER

NOA 8/21/50

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SEP 26 1950
FOR FILING

FORM S-20 2000 5-50 45000

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2202

Approved.
answered verbally
WCW.

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 25, 1950

SUBJECT: Dewey Avenue Grade Separation in Baker

To: Mr. W. C. Williams
Assistant State Highway Engineer
O f f i c e

Dear Sir:

Our contract calls for all of the approach grading and street repair to be oil macadam. They cannot start this work until about October 15, and it is very doubtful if the work can be done during this construction season. We would be able to complete the project by sometime in November if we substituted three inches of plant mix for the oil. We estimate that the three inches of plant mix will cost as follows:

Class B Mix	760 tons	at $ 9.00	$6,840.00
Emulsified Asphalt	4 tons	at 50.00	200.00
Aggregate	24 cu. yds.	at 5.00	120.00
		Total	$7,160.00

We would eliminate from the contract all of the oiling, estimated to cost:

150-200 Asphalt	25 tons	at $90.00	$2,250.00
Aggregate	240 cu. yds.	at 6.00	1,440.00
		Total	$3,690.00

NOTED
W. C. WILLIAMS

The increased cost would be the difference between these, or $3,470.00. The quantities in the structural part of the Dewey Avenue job are underrunning our bid amounts by a considerable margin, and we have as yet used but very little of the contingencies set up in the project. As nearly as we can estimate now, we will underrun the project authorization by $57,500.00. We have plenty of money in the project authorization to take care of the substitution suggested above.

I would recommend that we make this substitution so that we can get the surfacing finished this year. The plant mix surfacing would also be a better job than the oil, and would be easier to place along the curbs and

on the short radius curves on some of the service streets. Please let me have your advice on this so that I can deal with our contractor.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP/ds

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OCT 13 1949
FOR FILING

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3202

October 13, 1949

R.R.350

Sumpter Valley Railway Co.
Baker, Oregon

Attention: A. C. Lighthall
President

Dear Mr. Lighthall:

I am enclosing for the records of your Company an executed copy of the agreement between Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, State of Oregon, City of Baker, and Sumpter Valley Railway Company, covering the Dewey Avenue undercrossing in the City of Baker.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ts
Enc.

October 13, 1949

Marcus P. Swan
City Clerk
City of Baker
Baker, Oregon

Dear Mr. Swan:

I am enclosing for the City of Baker's records an executed copy of the agreement between Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, State of Oregon, City of Baker and Sumpter Valley Railway Company, covering the Resey Avenue Undercrossing in your city.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

to
Enc.

cc - J. F. Linville
Acting Mayor
City of Baker
Baker, Oregon

October 13, 1949

Mr. L. W. Althof
Resident Engineer
Union Pacific Railroad Co.
851 Pittock Block
Portland 5, Oregon

Re: Your File 34

Dear Mr. Althof:

This acknowledges your letter of October 11, 1949, and the three copies of the agreement among the Oregon-Washington Railroad & Navigation Company, the Union Pacific Railroad Company, the State of Oregon, the City of Baker and the Sumpter Valley Railway Company, covering the Resey Avenue Undercrossing at Baker.

I am today (October 13, 1949) forwarding one copy of this agreement to the City of Baker and a copy to the Sumpter Valley Railway Company. You requested such information for your records, and I am glad to respond.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

MMcte

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OCT 13 1949
FOR FILING

FORM 3010
2-49-2M

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

L. W. ALTHOF,
RESIDENT ENGINEER

881 PITTOCK BLOCK
PORTLAND 5, OREGON

October 11, 1949

34

1-1015
32.2

Mr. G. S. Paxson
Bridge Engineer
Oregon State Highway Commission
Salem, Oregon

Dewey Avenue Undercrossing

Dear Sir:

Enclosed herewith are three signatory copies of the agreement covering the above project, one for the Commission, one for the City of Baker, and one for the Sumpter Valley Railway Company.

Since the Highway Commission has previously handled contract matters with the City and Railway, it is presumed that you will desire to transmit to each their copy of the agreement.

That my records may be complete, please acknowledge receipt of the executed copies of the agreement and advise when the documents have been transmitted to the respective parties.

rec'd Oct 13, '49

Yours very truly,

L. W. Althof

RECEIVED
OCT 13 1949
OREGON
STATE HIGHWAY COMMISSION

ACKNOWLEDGED
H. B. GLAISYER

RECEIVED
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FOR FILING

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
BEN. R. CHANDLER, MEMBER
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE

L-1015
202

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

August 31, 1949

Mr. Charles K. McCulloch
City Attorney
Baker, Oregon

Re: File L 1413

Dear Mr. McCulloch:

As a follow-up of our telephone conversation on August 18th, I am enclosing herewith copy of a letter from Mr. E. F. Chidsey, Division Engineer, to Mr. H. G. Smith, Construction Engineer, dated August 24, 1949, and copy of a letter from Mr. H. G. Smith to myself, dated August 26, 1949, both with reference to the moving of the poles of California-Pacific Utilities Company at the Dewey Avenue undercrossing.

You will note from Mr. Smith's letter that he desires the approval of the city to the proposed changes and your advise in this regard will be very much appreciated.

Very truly yours,

J. M. DEVERS

NOTED
W. C. WILLIAMS

By
J. W. DeSOUZA
Assistant Counsel

JWDimm
Enc (2)

cc: Mr. W. C. Williams ✓
Mr. H. G. Smith
Mr. E. F. Chidsey

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AUG 30 1949
FOR FILING

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DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a full-rate telegram

FULL RATE TELEGRAM	X	SERIAL	
DAY LETTER		NIGHT LETTER	

WESTERN UNION

1206

JOSEPH L. EGAN, PRESIDENT

INTERNATIONAL SERVICE
Check the class of service desired; otherwise this message will be sent at the full rate

FULL RATE		DEFERRED	
CODE		NIGHT LETTER	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

File

SALEM, OREGON
AUGUST 30, 1949

MR. C. F. NORTON
DIVISION PLANT SUPERINTENDENT
WESTERN UNION TELEGRAPH COMPANY
49 GEARY STREET
SAN FRANCISCO, CALIFORNIA

THIS WIRE YOUR AUTHORITY TO ASSEMBLE MATERIALS AND PROCEED WITH REARRANGEMENT YOUR FACILITIES ON DENNY AVENUE UNDERPASS, BAKER, OREGON. YOUR ESTIMATE $3,740 TOTAL COST.

W. C. WILLIAMS
ASSISTANT STATE HIGHWAY ENGINEER

A NEW CURTIS SERVICE

Telegraph your order for America's favorite magazines—HOLIDAY, 1 yr., $5 • the Post, 1 yr., $6 • LADIES' HOME JOURNAL, 1 yr., $3. All prices U. S. only. No charge for wire. Pay Western Union clerk for subscription or when billed by publisher.

Publisher will, on subscriber's request, refund full amount paid for copies not previously mailed. Prices subject to change without notice.

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1-1-15

3212

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WESTERN UNION

1851

W. P. MARSHALL, PRESIDENT

SYMBOLS

DL=Day Letter
NL=Night Letter
NLT=Night Letter Int'l
Blue=Serial

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RH BALDOCK=

OREGON STATE HIGHWAY COMM

AUG 29 PM 12 02

OUR AREA SUPT PORTLAND INFORMS US STATE'S CONTRACTOR NOW W
WORKING ON DEWEY AVE UNDERPASS BAKER OREG. NECY RELOCATE
OUR POLE LINE ON UNION PACIFIC AT EARLY DATE. ESTIMATED
TOTAL COST $3740. ASSUME THIS ESTIMATE AND OUR PLAN OF
WORK HAVE BN GIVEN YOU BY UNION PACIFIC. IF BOTH ARE
SATISFACTORY WILL YOU GIVE US AUTHORITY TO ASSEMBLE
MATERIALS AND PROCEED WITH WORK PENDING PREPARATION AND
EXECUTION FORMAL AGREEMENT SIMILAR TO OREGON CITY NEW ERA
WORK. PLS WIRE RELY=

THIS COMPANY WELCOMES SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

C P NORTON=

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AUG 30 1949
FOR FILING

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OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 26th, 1949

SUBJECT:

To:

Mr. J. W. DeSousa
Assistant Counsel
Office

NOTED
W. C. WILLIAMS

Dear Sir:

In answer to your letter of August 18th, addressed to Mr. Peace, I hand you herewith copy of a letter from Mr. Chidsey in which he recommends that the pole line of the California-Pacific Utilities Company be placed adjacent to the property line on the east side of the Dewey Avenue Underpass. This will require a structural change reducing the sidewalk from 7 feet to 5.5 feet and moving the roadway 1.5 feet nearer the underpass. This recommendation bears the approval of Mr. Paxson and Mr. Stephensen, and Mr. Leon Gray of the utility company.

It is recommended that you take this up with Mr. McCulloch, City Attorney of Baker, and secure his approval to the various changes.

Very truly yours,

H. G. Smith
Construction Engineer

HGS:AR
Enc.

cc to: W. C. Williams ✓

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FOR FILING

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3202

August 24, 1949

Valley Construction Company
6100 N. E. Columbia Boulevard,
Portland, Oregon

Gentlemen:

We enclose herewith for your records and files a fully executed copy of Contract No. 3202, which was awarded to you on July 27, 1949, by the State Highway Commission, covering the Dewey Avenue Grade Separation on the Baker-Unity Highway.

An executed copy of the above contract is also being sent to the surety on your bond.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fm

Enc.

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FORM F-20K 12M 8-48 22204
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OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 18, 1949

SUBJECT:

NOTED
W. C. WILLIAMS

To: Mr. H. G. Smith
Construction Engineer

OFFICE

L

Attention: Mr. E. A. Pease

Dear Sir:

Reference is made to your inter-department telephone call to me with reference to the moving of some seven electric power poles on the easterly side of the highway at the Dewey Avenue undercrossing project in Baker.

I have just talked with Mr. Charles K. McCulloch, City Attorney at Baker, and he advises me that California-Pacific Utilities Company has its power poles located within the street section of Dewey Avenue under a twenty year franchise which requires and obligates the Company to move its poles to new locations whenever necessary or required by reason of the new construction or widening of the street.

Mr. McCulloch had discussed the matter with Mr. Elmer Kime, Manager for the Utilities Company, Bond Building, in Baker, and was advised that the Company, under the franchise, will move the poles at its own expense if the State Highway Commission can find a suitable location within the street section. I would suggest that one of the Commission's engineers get in touch with Mr. Kime to discuss the situation. If Mr. Kime is not available, possibly Mr. Leon Gray, who handles the right of way matters for the Utilities Company, can discuss the matter.

This project being on a dedicated city street in Baker, the question of how the Utilities Company is to be granted its future permit has arisen. Under the statutes the jurisdiction of the Highway Commission extends from curb to curb for traffic purposes but the city has the responsibility and authority requisite to the issuance of permits or franchises within the street limits.

It is Mr. McCulloch's thought, as well as my own, that the location and maintenance of the poles in their new locations should be handled by a modification of the city franchise rather than by a permit issued by the

State Highway Commission. Therefore, I would suggest that the Commission's Engineer advise this office in full regarding the developments and possibly go over the situation personally with Mr. McCulloch in Boise so as to get his advice as to how the question ultimately should be handled.

Very truly yours,

J. H. HEVNER

By

J. W. DeMOURA
Assistant Counsel

JWDjmm

cc: Mr. C. K. McCulloch
Mr. R. G. Williams

RECEIVED
AUG 16 1949
FOR FILING

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File

UNION PACIFIC RAILROAD COMPANY

Department of Operation

COPY

851 Pittock Block
Portland 5, Oregon

August 12, 1949

34

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

In connection with grade separation at Dewey Avenue, Baker, in case the information is of interest to you, this is to advise that this company is not a self-insurer within the meaning of General Administrative Memorandum No. 299.

Yours truly,

(sgd) L. W. Althof

Original referred to
Mr. Paxton by HCH

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JAN 23 1951
FOR FILING

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3202

PAGE
AUG 1
4-A

July 27, 1949

Valley Construction Company
6130 N. E. Columbia Blvd.
Portland 13, Oregon

Re: Contract No. 3202

Gentlemen:

Confirming my telegram to you of this date, the State Highway Commission has today awarded to you the contract for the Dewey Avenue Grade Separation on the Baker-Unity Highway in Baker, Baker County. This award was based on your low bid of June 28, 1949, in the amount of $43,547.50.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

by
Encs.

cc - R. G. Smith
Goldie Smith
R. H. Probert
G. S. Paterson
L. R. White (R.L.&.G.)

GET CONFIRMED

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...IC SERVICE
Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM	☒	SERIAL	
DAY LETTER		NIGHT LETTER	

WESTERN UNION

W. P. MARSHALL, PRESIDENT

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
July 27, 1949
1:15 p.m.

Valley Construction Company
6100 N. E. Columbia Blvd.
Portland 13, Oregon

State Highway Commission awarded you today contract for Dewey Avenue Grade Separation on the Baker-Unity Highway in Baker, Baker County, based on your low bid submitted June 28, 1949. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

RECEIVED
APR 2 1949
COMMISSIONER'S FILING

T. H. BANFIELD, CHAIRMAN
PORTLAND

BEN. R. CHANDLER, MEMBER
COOS BAY

CHAS. H. REYNOLDS, MEMBER
LA GRANDE

1-1015

32.2

AGENDA
AUG 1 1949
4-F

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
CHIEF COUNSEL

H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY COMMISSION
SALEM

July 27, 1949

L. 1413
Dewey Avenue Undercrossing

Mr. H. B. Glaisyer
Secretary
State Highway Commission
O f f i c e

Dear Sir:

Herewith I hand you for execution by the State Highway Commission four (4) copies of Agreement between Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, State of Oregon, City of Baker and Sumpter Valley Railway Company, covering the Dewey Avenue Undercrossing on the Baker-Unity Highway in Baker.

It is requested, that if possible, you have the Commission's seal placed on the instrument and, immediately after execution by the Commission, the copies be delivered to me at the meeting so that I may turn them over to the Railroad Company. The contract has been, or is being, awarded and it will be very desirable that the agreements be placed in the hands of the Railroad Company at the earliest possible time.

Yours very truly,

J. M. DEVERS

By J. W. DeSouza
J. W. DeSOUZA
Assistant Counsel

JWD/bdr
Enc. (4)

Hughes & Tooze
Gentlemen:

We have handled matters with R.R. Co

4 4
A

5 & C

FORM E-30 10M 12-48 27099

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 13, 1949

SUBJECT: Dewey Avenue Undercrossing
in Baker, Bridge No. 6531

To: Mr. J. M. Devers
Chief Counsel
O f f i c e

RECEIVED
JUL 13 1949
LEGAL DEP'T.

Dear Sir:

I hand you herewith four bound and three unbound copies of a proposed agreement covering the construction of the Dewey Avenue Undercrossing in Baker. These were prepared by the Union Pacific Railroad and submitted for our approval and for the securing of the approval of both the City of Baker and the Sumpter Valley Railroad Company.

I have read this over carefully and have the following comments:

The matter of easement is predicated upon the Union Pacific Company owning a continuous right of way across Dewey Avenue. I have never been able to ascertain whether this is the case or whether Dewey Avenue was an existing road prior to the railroad construction and which the railroad is occupying through years of possession. I do not know that this is an important matter to us, as the easement which they are granting is perpetual and is not tied up with any limiting restrictions. In the fourth paragraph on page 3, an easement is granted to the City to place a water main and a sewer line alongside the highway and under the railroad tracks. If the City approves of this agreement, it probably would be necessary for them to get a new easement every time they wanted to put in an additional pipe.

In paragraph D on page 4, the easement which the Union Pacific proposes to give to the Sumpter Valley would require them to move their tracks and facilities off of the Union Pacific right of way at any time that the Union Pacific considered that they needed the right of way for their own use. While I do not think that this option would be unreasonably exercised, it could result in denying the Sumpter Valley Company any reasonable connection to the main line.

In paragraph B starting on page 10 and continuing on page 11, the agreement lists the parts of the project in which they are to participate in the cost. Among these parts is the connection between Orchard Street and Dewey Avenue. No mention is made of the

connection to Myrtle Avenue or of the connection to Third Street at the north end of the project, which are very similar to the Orchard Street Connection, and which are made necessary by the project and should be included in the basis upon which participation is figured. No specific mention is made of the service roads along the south side of the Underpass, one of which extends from Myrtle Avenue southerly to the railroad right of way and the other extends from the railroad right of way southerly to Orchard Street, with a connection parallel to the railroad right of way, and extending from the last name service road to the alley south of Dewey Avenue. These probably could be considered as a part of the improvement of Dewey Avenue, but since the Orchard Street connection is specifically mentioned, I would think these others should also by specifically mentioned.

Paragraph A of section 9 on page 15 is a provision for indemnity which has never to my knowledge been included in any railroad grade crossing agreement. In talking with Mr. Baysinger, he informs me that such a provision was included in the agreement with the Union Pacific for the John Day-Quinton Section of the Columbia River Highway, this agreement being dated April 19, 1948. I would suggest that you examine this provision rather carefully to see whether it is in line with the policies which we have followed in the past.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP:bd
Attached

cc W. C. Williams

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FOR FILING
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69 W
45648
#6765
#8.3B

May 27, 1949

Mr. P. T. Fortner
2950 Church Street
Baker, Oregon

Dear Mr. Fortner:

This is in reply to your letter of May 21, addressed to Mr. Paxson and concerning the Dewey Avenue Undercrossing at Baker.

The plans for the structure are complete, and we are pushing the completion of the plans for the streets which connect the structure. The only thing holding up this project is the execution of the agreement between the Union Pacific Railroad Company, the Sumpter Valley Railway Company, the City of Baker, and the State. The preliminary draft of the agreement has been prepared and submitted to the Union Pacific Company, and as soon as the details are worked out with them, it will be sent on to the City and the Sumpter Valley.

We plan to call bids on this project at the Highway Commission meeting on June 27 and 28. However, it is doubtful if the agreement will have been fully executed by all parties concerned at that time, so it may be necessary to defer awarding of a contract until the agreement is fully executed.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

cc Mr. G. S. Paxson

ALLISON

P. T. FORTNER

RECEIVED
MAY 23 1949
OREGON
STATE HIGHWAY COMMISSION

Allison-Fortner Supply Co.

2950 CHURCH STREET — PHONE 234

BAKER, OREGON

May 21, 1949.

RECEIVED
MAY 23 1949
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

Mr. G. S. Paxson,
Bfidge Engineer,
State Highway Department,
319 State Office Building,
Salem, Oregon.

Dear Mr. Paxson:

As chairman of the local chamber committee on highways I am writing to ask what the latest information is on the status of the Baker Underpass. I presume there are a lot of final details to be worked out and that the project will be on the docket as soon as these are worked out. If you can give me any information that can be passed on to our directors I will appreciate it very much - and we can keep it quiet if you so desire.

I'm sorry I did not get to join you and the others at the Hotel after the hearing last month. At any rate we appreciated all your group did for us at that time and in the future if we can be of service to you let us know.

Sincerely,

P. T. Fortner

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Dewey

Salem, Oregon
May 11, 1949

Mr. G. S. Paxson

4564
4676
4803
690

The State Highway Commission has requested that bids be called on the Dewey Avenue Underpass in the City of Baker at the June meeting.

We advised the Commission that executed agreement between the Highway Commission, the City of Baker, the Union Pacific Railroad Company, and the Sumpter Valley Railroad Company would probably not be completed by that time, but they requested that bids be called nevertheless, with the idea that actual award of the contract be deferred until the agreement is properly executed.

In line therewith, will you please prepare for the calling of bids on this project in June, and in the meantime do all that is possible to expedite execution of the necessary agreement between the four parties involved.

W. C. Williams

WCW:me

cc Mr. H. G. Smith

RECEIVED
APR 23 1949
FOR FILING

1-1015
3202

April 22, 1949

Oregon State Highway Commission

Gentlemen:

As you know, we have for the past year or more been trying to resolve the differences between all parties interested in construction of the Davey Avenue Underpass in the City of Baker. It now appears that we can call for bids on this section in the not distant future.

We have acquired all of the rights of way on this project and have secured approval of the City Council of Baker for the project. We have held a hearing before the Public Utilities Commissioner, and he has issued his orders, which are in accord with the Highway Commission's recommendations in the matter. This means that the Union Pacific Company will pay ten per cent of the cost of underpassing the Union Pacific tracks, and the Sumpter Valley Railroad will donate ties, railroad steel, and some used railroad bridges suitable for use on the revised Sumpter Valley Railroad line. The value of the Sumpter Valley's cooperation is more than ten per cent, so the agreement is considered very satisfactory.

The only remaining thing that must be done before we can call for bids is to secure the execution of the necessary funnaway agreement between the Union Pacific Railroad Company, the Sumpter Valley Railroad Company, the State Highway Commission, and the City of Baker. The Union Pacific Company is quite slow in these matters, as all such agreements must be executed in its Omaha office, and we estimate that it will take probably six weeks to two months to secure the signatories of all four parties to the agreement. As soon as this has been accomplished, we will call for bids on the project.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc: W. C. Williams
G. S. Paxson

WCW:me
RHB:er

FORM S-30 10M 10-48 30667

AGENDA
MAY 16 1949

NOTED
W. C. WILLIAMS

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 22, 1949

SUBJECT: File L 1413

To: Mr. W. C. Williams
Mr. H. G. Smith
Mr. G. S. Paxson
Mr. E. F. Chidsey

Gentlemen:

Herewith I hand you a copy of the Public Utilities Commission order 21854, P. U. C. File F-2197, covering the Dewey Avenue undercrossing at Baker.

Very truly yours,

J. M. DEVERS

By
J. W. DeSOUZA
Assistant Counsel

JWD:MA

Encl.

Mr. Baldock asked
that you prepare a
letter to the Commission
on this subject.

JME

su April 22-49

FORM E-30 15M 10-46 30667

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 14, 1949

SUBJECT: L 1413
Dewey Avenue Underpass

To: Mr. R. H. Baldock
State Highway Engineer
O f f i c e

NOTED
W. C. WILLIAMS

Dear Mr. Baldock:

Last Thursday the writer, together with Mr. Paxson, after some discussion, resolved the differences between the Commission and the City of Baker with reference to the City's participation in this proposed project. We secured from the City a letter, the original of which is attached hereto.

The status of the project from a legal standpoint is that all matters are now resolved and ready for a hearing before the Public Utilities Commissioner, with the exception of the participation by the Union Pacific Company in the cost of the project. Upon inquiry we have advised Union Pacific representatives in Portland that we would recommend to the Commission that the Commission and the Railroad stipulate that the Railroad's participation be ten per cent of the overall cost, less the costs attributable to the relocation of the facilities of the Sumpter Valley Railway. This matter apparently has the approval of the Portland office of the Union Pacific, and has been forwarded to the Omaha office for final approval.

We are today writing to the Public Utilities Commissioner requesting that he set the hearing in this matter for March fifteenth, or shortly thereafter.

You will recall that when this matter was last brought to the attention of the Commission, it deferred any action on an increase of funds for this project until such time as the City indicated its intent to cooperate in the project. It is suggested, therefore, that this matter be brought to the attention of the Commission at its forthcoming meeting so that all matters with regard to this project can be resolved at an early date.

Yours very truly,

J. M. DEVERS

By G. W. Neuner
G. W. NEUNER
Assistant Counsel

GWN:avh
cc - G. S. Paxson

M. McKIM,
MAYOR COMMISSIONER
J. F. LINVILLE,
STREET COMMISSIONER
W. P. SMITH,
WATER COMMISSIONER
CHAS. K. McCOLLOCH,
CITY ATTORNEY

GUY V. CHURCH,
CHIEF OF POLICE
MARCUS F. SWAN,
CITY AUDITOR
AND MUNICIPAL JUDGE
OTTO F. KARG,
FIRE CHIEF
MRS. J. G. BOWEN,
WATER COLLECTOR

THE CITY OF BAKER

OFFICE OF M. McKIM, MAYOR COMMISSIONER

BAKER, OREGON
Feb. 11, 1949.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

We have studied and analyzed the amended and supplemental petition filed by the Highway Commission in regard to the proposed Dewey Avenue Undercrossing for the City of Baker as filed with the Public Utility Commissioner on January 4th, 1949.

We have discussed the matter in some detail with your representative, G. W. Neuner, Assistant Counsel, and G. S. Paxson, Chief Engineer, this day.

We are in entire accord with the project as outlined in the supplemental petition and as set forth in the answer filed by the City of Baker to this supplemental petition under date of January 17th, 1949.

We sincerely urge that you give favorable consideration to commencing this project at the earliest practicable date.

Very truly yours,

City of Baker

By: M. McKim
Mayor Commissioner

By: J. F. Linville
Commissioner No. 2

By: W. P. Smith
Commissioner No. 3

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FORM E-20 1SM 10-48 20007

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OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 7, 1949

SUBJECT:

4564
4676
4803
L9W

To: W. C. Williams
Assistant Highway Engineer
O f f i c e

NOTED
W. C. WILLIAMS

Dear Mr. Williams:

Enclosed herewith is P.U.C. Order No. 21830 whereby authority has been granted to the Gardiner Lumber Company and the Southern Pacific Company to construct a railroad crossing at grade across the Oregon Coast Highway north of Smith River Bridge in the vicinity of Gardiner.

Also enclosed herewith is P.U.C. Order No. 21854 granting authority to construct an undercrossing of Dewey Avenue under the tracks of Union Pacific Company in the City of Baker, Oregon.

It will be necessary that a four-party agreement be prepared with respect to this matter.

Very truly yours,

J. M. DEVERS

By C W Enfield

C. W. ENFIELD
Assistant Counsel

CWE:NH
Enc.

RECEIVED
FOR FILING
NOTED
W. C. WILLIAMS

P.U.C. OREGON ORDER NO. 21854

BEFORE THE PUBLIC UTILITIES COMMISSIONER OF OREGON

In the Matter of the Application of the State of Oregon, by and through its State Highway Commission, for authority to construct an undercrossing under the tracks of Oregon-Washington Railroad & Navigation Company (Union Pacific Railroad Company, Lessee) on Dewey Avenue in the City of Baker in Baker County, and for a revision in the alignment of the railroad of Sumpter Valley Railway Company on the Baker-Unity Highway, all in the Southeast quarter of the Northeast quarter of Section 20, Township 9 South, Range 40 East, W. M.	F-2197

Pursuant to statutory notice, the above entitled matter came on for hearing on Tuesday, March 22, 1949, at 1:40 P.M., in the Council Chambers of the City Hall, Baker, Oregon, before David Don, Chief Engineer, and E. L. Graham, Attorney, sitting as Examiners for the Public Utilities Commissioner.

The following appearances are of record:

G. W. Neuner, Assistant Counsel, Salem, Oregon
J. W. DeSouza, Assistant Counsel, Salem, Oregon
C. W. Enfield, Assistant Counsel, Salem, Oregon
In behalf of Oregon State Highway Commission

F. J. Betz, Attorney, Portland, Oregon
In behalf of Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company

Blaine Hallock, Attorney, Baker, Oregon
In behalf of Sumpter Valley Railway Company

M. McKim, Mayor, Baker, Oregon
Verne McCallum, Acting City Attorney, Baker, Oregon
In behalf of City of Baker

Whereupon evidence was introduced, the hearing concluded, and the matter submitted for determination. After due consideration of the record, evidence and the law in the matter, and investigation in the field by his Engineering Department, the Commissioner makes and enters the following findings, conclusions, and order, to-wit:

F I N D I N G S

That on December 31, 1948, Oregon State Highway Commission filed with the Commissioner amended and supplemental petition for authority to construct an undercrossing under the tracks of Oregon-Washington Railroad & Navigation Company (Union Pacific Railroad Company, Lessee), hereinafter referred to as Union Pacific Railroad Company, on Dewey Avenue, in the City of Baker, Oregon,

NOTED
J.W.D

for the purpose of eliminating the hazards inherent at a grade crossing of one of the major highways of the State of Oregon and the main line tracks of the Railroad Company.

That Dewey Avenue is a portion of Baker-Unity State Highway No. 13, and that it is in the interests of public safety and convenience that the grade crossing be replaced by a grade separation structure.

That the tracks of the Sumpter Valley Railway Company also cross at grade the Baker-Unity Highway at a point approximately 500 feet southerly from the tracks of the Union Pacific Railroad Company, and that the public interests and public safety and convenience can best be served by the elimination of this crossing; that in order to eliminate this crossing, it is proposed to make a new connection between the Sumpter Valley Railway Company and the Union Pacific Railroad Company, which connection will include a double track interchange some 779 feet in length from Sumpter Valley Railway Station 0 plus 46 to Station 8 plus 25, and a track on the Union Pacific right of way easterly to approximately Station 24 plus 50; that the new connection will then reconnect with the existing Sumpter Valley Railway tracks at a point south of Rose Street in Baker. That, to make this connection, the Union Pacific siding will be extended from Union Pacific Station 4177 plus 20 across the overcrossing structure to the interchange at Union Pacific Station 4186 plus 00.

That the proposed connection between the two railroad companies' tracks will make necessary a second track over Dewey Avenue, and that the abutments have been so designed that a steel girder carrying an additional third track can be placed south of the proposed second track.

That the construction of the underpass will make necessary and desirable the closing and vacation of Fourth Street in the City of Baker where it crosses the tracks and right of way of Union Pacific Railroad Company, and that it will be practical to close Fifth Street as a public crossing, and change its status to a gated crossing protected by locks, which crossing will be available to the City of Baker in the event of emergencies and should the proposed undercrossing be closed to vehicular traffic by reason of climatic or other conditions.

That by reason of the change in the trackage of the Sumpter Valley Railway Company, the crossings on Cliff Street, Tracy Street, Orchard Street and Myrtle Street will be eliminated, and the tracks of Sumpter Valley Railway Company in and along Fifth Street will be removed.

That the underpass will also eliminate a footpath across the tracks and right of way of the Union Pacific Railroad Company on Myrtle Street.

That the traffic count taken in 1946 showed an average daily vehicular movement on Dewey Avenue of 2,086 vehicles, with an average daily movement of 859 vehicles using the Fourth Street crossing, which traffic will all be merged at the undercrossing structure upon its completion.

That the average daily traffic on the Union Pacific Railroad is ten freight trains and six passenger trains, with two trains daily on the Sumpter Valley Railway tracks.

That it is proposed to construct the undercrossing structure one half at a time, first making enough of the excavation north of the crossing to construct a shoofly track along the south railroad right of way and diverting rail traffic thereover, thus enabling the proper construction of the northerly section of the undercrossing structure, which would then permit the installation of permanent tracks and the elimination of the shoofly track; that during the construction period, vehicles will be routed over the Fourth Street crossing, later to be eliminated, and for the protection of vehicular movements, the signals at Dewey Avenue will be temporarily installed at the Fourth Street crossing.

That it is proposed that the following items will be furnished and work will be done by the parties in interest:

THINGS TO BE DONE BY STATE:

1. Prepare plans and specifications for the project, such plans and specifications to meet with the approval of the Union Pacific Railroad Company.

2. Award a contract for and supervise the construction of the project.

3. Included in the contract for the project will be:

   a. The undercrossing structure complete as shown on the plans.

   b. The placing of the embankment for the shoofly track.

   c. The approach highway grading and surfacing.

   d. Furnish all material and do all work in connection with the city street revisions made necessary by the project.

   e. Do all other work and furnish all other materials which are not specifically listed as to be done by the Union Pacific Railroad Company, the City of Baker, or the Sumpter Valley Railway Company.

THINGS TO BE DONE BY THE UNION PACIFIC RAILROAD COMPANY:

1. Furnish ballast, ties, rails and fittings and place same on shoofly track and remove and salvage ties, rails and fittings on completion of structure.

2. Remove ties, rails and fittings from main line track across Dewey Avenue.

3. Furnish ballast, ties, rails and fittings and place same on undercrossing structure.

4. Make such revisions to their signal, telegraph and other communication systems and to the Western Union Telegraph Company's system as may be necessary to accommodate the contractor's operations and replace same in permanent location at the completion of the project.

5. Grant an easement to the Sumpter Valley Railway Company for the construction, operation and maintenance of a railroad track along its right of way from Dewey Avenue easterly to a point where the Sumpter Valley Railway connection leaves the railroad's right of way at a point opposite approximately railroad station 4210 plus 17.

6. Furnish such engineering inspection and such watchmen and flagmen as may be necessary to protect their operations.

THINGS TO BE DONE BY THE CITY OF BAKER:

1. Enact an ordinance establishing street grades in accordance with those shown on the plans.

2. Furnish approximately 440 linear feet of 8" sanitary sewer pipe and receive from the State the sewer pipe salvaged from the existing line, estimated at 430 linear feet.

3. Furnish approximately 570 linear feet of 6" water pipe and receive from the State the water pipe salvaged from the existing line, estimated at 360 linear feet.

4. Furnish or cause to be furnished to the State that portion of the school property bounded by Third Street, Dewey Avenue, the Union Pacific Railroad right of way, Fourth Street, and a line perpendicular to the center line of Third Street and passing 50 feet south of the school building as a yard for material equipment, and general use by the State and State's contractor during the progress of the work. The State to erect and maintain a five-foot woven wire fence along the line 50 feet south of the school building during the progress of the project and remove and salvage

the fence when the job is complete. The State or State's contractor to remove all material or debris from the property, and leave the site in a condition comparable to the condition in which the State takes the property over from the City.

5. The City at its sole cost to arrange for the abandonment of the irrigation ditch which is now in place in the Railroad Company's right of way east of Dewey Avenue and which crosses under Dewey Avenue immediately south of the railroad grade crossing.

THINGS TO BE DONE BY THE SUMPTER VALLEY RAILWAY COMPANY:

1. Provide all necessary right of way through property owned by itself or the Oregon Lumber Company.

2. Provide one 60-foot and one 40-foot steel girder span now owned by it for use at the two crossings of Powder River. The State to take these spans from their present locations, provide pile piers and approach spans and erect them without cost to the railroad company.

3. Provide a suitable borrow pit from which to obtain material needed for railroad embankment.

4. Provide rails and rail fittings for the new connecting track, delivered at the site of the work.

5. Provide ties for the new connecting track delivered at the site of the work.

6. Remove and salvage all rails and rail fittings from the existing track that is to be abandoned and dispose of all ties or other organic debris from the tracks. All salvage to remain the property of the railroad company.

That it is proposed upon the completion of the project that the respective parties be obligated and required to maintain the various facilities and appurtenances of the structures and project as follows:

STATE SHOULD MAINTAIN:

1. The street surfaces of Dewey Avenue throughout the length of the project.

2. The retaining walls at each end of the abutment section.

3. The drainage system.

4. The lighting system.

5. The pedestrian overcrossing and the sidewalks within the limits of the railroad right of way.

UNION PACIFIC RAILROAD COMPANY SHOULD MAINTAIN:

1. The abutments which support their tracks and the additional length of abutment provided for future tracks.

2. The girders, ballast trough, ballast, ties and track across the structure.

CITY OF BAKER SHOULD MAINTAIN:

1. All city streets which are reconstructed under this project, except Dewey Avenue.

2. The relocated water and sewer systems.

3. All sidewalks except those within the limits of the railroad right of way.

SUMPTER VALLEY RAILWAY COMPANY SHOULD MAINTAIN:

1. Their connecting track from their Station 0 plus 46 (equals Union Pacific Station 4186 plus 00) to the east end of the project, including the double track interchange and the two bridges over Powder River.

That the estimated cost of that portion of the project which will involve cooperation of the Union Pacific Railroad Company is $473,453.00; the actual cost may be either lower or higher than the estimate as shown on Exhibit 7.

That the cost of items attributable to the relocation of the Sumpter Valley Railway Company as set out in Exhibit 7 is estimated to be $53,720.00.

That a stipulation entered into by and between Union Pacific Railroad Company and Oregon State Highway Commission, as set out in Exhibit 8, provides that the Union Pacific Railroad Company shall and will bear and pay 10% of the cost of eliminating existing grade crossing of the Railroad Company's tracks with Dewey Avenue, in the City of Baker, Oregon, in the manner described in the petitioner's amended and supplemental petition dated December 30, 1948.

That the Answer of the Sumpter Valley Railway Company, received in the Commissioner's office on January 12, 1949, agrees to the costs and obligations as set out in the amended and supplemental petition as "THINGS TO BE DONE BY THE SUMPTER VALLEY RAILWAY COMPANY," which costs will exceed 10% of that portion of the project affecting the Sumpter Valley Railway Company.

That the Answer of the City of Baker, received in the Commissioner's office on January 17, 1949, agrees to the costs and obligations as set out in the amended and supplemental petition as "THINGS TO BE DONE BY THE CITY OF BAKER."

That the project costs to be allocated to Oregon State Highway Commission are to be paid for from state highway funds without assistance from the Federal Government.

That the undercrossing, when completed, will provide a means of more adequate fire protection to that portion of the City of Baker lying south of the tracks and right of way of Union Pacific Railroad Company, and will eliminate the necessity for maintaining an undermanned station by the city fire department in that area lying south of the railroad right of way.

C O N C L U S I O N S

1. That the construction of the undercrossing structure and realignment project as proposed by Oregon State Highway Commission will eliminate grade crossings at Dewey Avenue, Fourth Street and Fifth Street, and a footpath at Myrtle Street in the City of Baker with the tracks and right of way of Union Pacific Railroad Company, and will eliminate grade crossings with the tracks and right of way of Sumpter Valley Railway Company at Dewey Avenue, Cliff Street, Tracy Street, Orchard Street and Myrtle Street in the City of Baker, and remove tracks of Sumpter Valley Railway Company located in and along Fifth Street in said city.

2. That such elimination of crossings and hazards incident thereto is definitely in the public interest, and the undercrossing structure and realignment project should be approved.

3. That the allocation of costs and obligations for the construction of the project should be in accordance with the stipulation between Oregon State Highway Commission and Union Pacific Railroad Company, and as set out under "THINGS TO BE DONE" in the amended and supplemental petition and the findings herein as they refer to Union Pacific Railroad Company, and in accordance with the provisions of the amended and supplemental petition and the findings herein under "THINGS TO BE DONE" as they refer to the Sumpter Valley Railway Company and the City of Baker.

4. That, after completion of the project, the maintenance of the various facilities and appurtenances of the structures and project should be as set out for the respective parties in the amended and supplemental petition and the findings herein.

O R D E R

IT IS THEREFORE ORDERED that the application of the State of Oregon, by and through its State Highway Commission, for authority to construct an undercrossing under the tracks of Oregon-Washington Railroad & Navigation Company (Union Pacific Railroad Company, Lessee) on Dewey Avenue (Crossing No. 2A-342.71), in the City of Baker, in Baker County, Oregon, and for a revision in the alignment of the railroad of Sumpter Valley Railway Company, on the Baker-Unity Highway, all in the Southeast Quarter of the Northeast Quarter of Section 20, Township 9 South, Range 40 East, Willamette Meridian, be and the same is hereby granted.

IT IS FURTHER ORDERED that the project shall be constructed in accordance with the findings and conclusions herein as they apply to the Union Pacific Railroad Company, Sumpter Valley Railway Company, City of Baker, and Oregon State Highway Commission.

IT IS FURTHER ORDERED that the Union Pacific Railroad Company shall participate in the division of costs of the project in an amount not to exceed 10% of the actual costs of that portion of the project and covering the items attributable to the undercrossing of the Union Pacific Railroad Company at Dewey Avenue, in the City of Baker, which total estimate of this portion of the project is submitted as being $473,453.00, and includes the cost of "THINGS TO BE DONE BY THE UNION PACIFIC RAILROAD COMPANY" as listed in the amended and supplemental petition and the findings herein.

IT IS FURTHER ORDERED that as its share of the project the City of Baker shall be required to pay for and furnish those items and work as outlined under "THINGS TO BE DONE BY THE CITY OF BAKER" as set out in the amended and supplemental petition and the findings herein.

IT IS FURTHER ORDERED that as its share of the project the Sumpter Valley Railway Company shall be required to pay for and furnish those items and work as outlined under "THINGS TO BE DONE BY THE SUMPTER VALLEY RAILWAY COMPANY" as set out in the amended and supplemental petition and the findings herein.

IT IS FURTHER ORDERED that as its share of the project Oregon State Highway Commission shall pay for and furnish the remaining items and work to complete the project.

IT IS FURTHER ORDERED that, upon completion of the project, Oregon State Highway Commission shall maintain the street surfaces of Dewey Avenue throughout the length of the project, the retaining walls at each end of the abutment section, the drainage system, the lighting system, and the pedestrian overcrossing and the sidewalks within the limits of the railroad right of way.

IT IS FURTHER ORDERED that, upon completion of the project, Union Pacific Railroad Company shall maintain the abutments which support their tracks and the additional length of abutment provided for future tracks, and the girders, ballast trough, ballast, ties and track across the structure.

IT IS FURTHER ORDERED that, upon completion of the project, the City of Baker shall maintain all city streets which are constructed under this project, except Dewey Avenue, the relocated water and sewer systems, and all sidewalks except those within the limits of the railroad right of way.

IT IS FURTHER ORDERED that, upon completion of the project, Sumpter Valley Railway Company shall maintain their connecting track from their Station C plus 46 (equals Union Pacific Station 4186 plus 00) to the east end of the project, including the double track interchange and the two bridges over Powder River.

IT IS FURTHER ORDERED that, during the construction of the underpass structure, vehicular movements shall be routed over the Fourth Street crossing and, as a protection to such movements, Oregon State Highway Commission shall install and maintain the automatic signals that are now installed at Dewey Avenue at the Fourth Street crossing, and that should the traffic be routed over the Fourth Street crossing prior to the installation and operation of the signals thereon, a flagman shall be maintained by Oregon State Highway Commission at the Fourth Street crossing until such signals can be placed in operation.

IT IS FURTHER ORDERED that the walkway on Myrtle Street and the crossing at Fourth Street (Crossing No. 2A-342.67) shall be permanently removed and closed to all traffic upon the completion and opening of the underpass to vehicular and pedestrian movements.

IT IS FURTHER ORDERED that, upon the completion of the project, Fifth Street crossing (Crossing No. 2A-342.60) shall be closed to public travel by the placing of gates across such crossing, said gates to be locked and under the supervision of and maintained by the City of Baker, and that said gates shall be opened only in the event of emergencies or the closing of the underpass, and that the City of Baker shall provide proper flag protection to vehicular movements across the crossing during the period of such emergency use of Fifth Street crossing, or until the underpass is again reopened to vehicular movements and Fifth Street crossing again closed by the locking of the gates.

IT IS FURTHER ORDERED that the grade crossings at Dewey Avenue (Crossing No. 31A-0.8), Cliff Street, Tracy Street (Crossing No. 31A-0.72), Orchard Street (Crossing No. 31A-0.9), and Myrtle Street (31A-0.68), and the tracks in and along Fifth Street, all in the City of Baker, shall be eliminated by the removal of the rails and ties of the Sumpter Valley Railway Company from these streets upon the completion of the structure and upon the opening of the realignment of the Sumpter Valley Railway Company's tracks to train movements.

IT IS FURTHER ORDERED that, upon completion of the undercrossing, there shall be assigned thereto the designation 2A-342.7-B for identification in the Commissioner's Catalog of the Crossings of the State of Oregon, and Union Pacific Railroad Company shall place and maintain such designation on the undercrossing structure in the customary manner.

Dated at Salem, Oregon, this 30th day of March, 1949.

GEO. H. FLAGG

Public Utilities Commissioner

ATTEST:

MARJORIE K. SHAFFER

Secretary

(OFFICIAL SEAL)

RECEIVED
MAR 18 1949
FOR FILING

March 15, 1949

Honorable Austin Dunn
Oregon State Senate
Capitol Building
Salem, Oregon

Dear Senator Dunn:

After long and protracted negotiations, the Dewey Avenue undercrossing in Baker is now progressing satisfactorily. On next Tuesday, March 22, a hearing before the Public Utilities Commissioner will be held at Baker, upon our application for authority to construct the project.

The project involves not only the Union Pacific Railroad Company, but the Sumpter Valley Railroad Company in its connection with the Union Pacific Company. Both of these railroads are now in agreement with us on the terms under which the project will be built.

The undercrossing of the Union Pacific railroad necessitates some street revisions in Baker which are included as a part of the project. In addition to Dewey Avenue itself, these improvements include Myrtle Street from Dewey Avenue to Third Street, Clift Street from Dewey Avenue to Fifth Street, Fifth Street from Tracy Avenue to Clift Street, and the connection from Orchard Street to Dewey Avenue. These street improvements are a part of the project. The total estimated cost of this part of the work is $473,453, of which the Union Pacific Railroad has now agreed to contribute in the amount of 10 per cent.

The project also necessitates a relocation of the connection between the Union Pacific railroad and the Sumpter Valley railroad. This connection will eliminate the grade crossing of Dewey Avenue by the Sumpter Valley railroad where it now crosses south of the Union Pacific crossing. These costs are estimated at $53,720 of State expenditure and in addition the Sumpter Valley Railroad Company will furnish right of way and considerable of the material for the relocation.

Our plans are complete for this project, and as soon as we can get the necessary agreements drawn up and executed, we hope to proceed with the work, which will probably be early in the summer.

Very truly yours,

R. H. Baldock
State Highway Engineer

GSP:gm
cc G. S. Paxson

RECEIVED
BAKER, OREGON
MAR 13 1949
FOR FILING

STATE OF OREGON
SENATE CHAMBER
SALEM

March 14, 1949

Mr. R. H. Baldock, Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Baldock:

I would appreciate your giving me, in full detail, all information relative to the underpass in Baker on Dewey Avenue, and its present status.

I would appreciate receiving this information by Wednesday morning if possible.

Very truly yours,

AUSTIN DUNN
STATE SENATOR

AD:IR

RECEIVED
MAR 15 1949
STATE HIGHWAY COMMISSION

RECEIVED
FEB 15 1949
FOR FILING

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
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COOS BAY

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

February 14, 1949

IN REPLY PLEASE
REFER TO FILE

Mr. George H. Flagg
Public Utilities Commissioner
460 North Commercial
Salem, Oregon

Your File F-2197
Dewey Avenue Underpass, Baker
Union Pacific
L 1413

Dear Sir:

We would appreciate very much your setting this matter for hearing on March fifteenth, or at an early date convenient to all parties shortly thereafter. All but one matter is resolved in this hearing, and it may be that this matter of participation on the part of the Union Pacific in the cost of the project can be resolved prior to March fifteenth.

The Department would like to have this hearing held and an order issued so that this project can go forward at an early date.

Yours very truly,

J. M. DEVERS

NOTED

By

O. W. MOSER
Assistant Counsel

OWM:avh
cc - McCallum & McCulloch
M. McKim
Roy F. Shields
R. H. Baldock
G. S. Paxson
Robert F. Ball

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FOR FILING

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
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COOS BAY

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

January 21, 1949

IN REPLY PLEASE
REFER TO FILE

Mr. D. V. McCallum
Attorney at Law
Weil Building
Baker, Oregon

NOTED

Dear Mr. McCallum:

Your letter of January fifteenth arrived in my absence from the City. Inasmuch as I must be out of the City again next week I hasten to write this letter. I shall, of course, be happy of an opportunity to discuss the matters in connection with the proposed Dewey Avenue Underpass with Mr. McCulloch. I have not, however, as yet had an opportunity to go over the matter with him.

As you are no doubt aware, the Commission has extended considerable effort in an attempt to resolve the various matters in connection with this proposed project. Your letter came as somewhat of a shock, inasmuch as we were of the opinion that all matters in connection with this project were about to be resolved. The Sumpter Valley Railway and its representative, Mr. Blaine Hallock, and the Commission have resolved matters standing between them, and likewise it would appear that the Commission and the Union Pacific Company can readily resolve their differences.

We were of the opinion that the City was agreeable to the project as proposed and as particularly outlined in the amended petition. Had there been any doubt as to the City's position we would not have gone to the trouble and expense of preparing the amended petition.

I am sure that the Commission would be willing to send a representative to your City to discuss the matter, but may I suggest that the matter could be expedited by the City stating fully its position so that it can be considered in detail before a conference is held in your City.

Yours very truly,

J. M. DeVers
By

G. W. Neuner
Assistant Counsel

GWN:avh
cc - Charles K. McCulloch
Robert Ball
R. H. Baldock

RECEIVED
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FOR FILING

Salem, Oregon
January 10, 1949

Highway Over Pass
Baker

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Mr. G. M. Neuner

Please advise me when the Baker project can go forward.

R. H. Baldock

RHB:hi

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
A. W. SCHAUPP, MEMBER
KLAMATH FALLS
BEN. R. CHANDLER, MEMBER
COOS BAY

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

December 17, 1948

IN REPLY PLEASE
REFER TO FILE

Mr. Blaine Hallock
Hallock, Donald, Banta & Silven
Suite 201 Sommer Building
Baker, Oregon

L 1413

Dear Mr. Hallock:

This will acknowledge receipt of a copy of your letter of December eleventh addressed to Mr. Baldock regarding the proposed Dewey Avenue Grade Separation Project.

I am glad that the respective obligations of the parties are becoming crystallized so that this project can go forward.

At an early date we hope to have proposed deeds in your hands for the right of way needed for the project. In all probability we will have to file an amended petition before the Utilities Commissioner on account of the change in plans and location of the Sumpter Valley connection. If it is determined that this is necessary, we hope to have the amended petition ready in the very near future. The parties now appear to be in agreement as to all matters and the Utilities Commissioner's hearing can be quite informal and perfunctory.

Yours very truly,

J. M. DEVERS

By

G. W. NEUNER
Assistant Counsel

GWN:avh
cc - R. H. Baldock
R. W. Conad

RECEIVED
DEC 17 1948
FOR FILING

BLAINE HALLOCK
JAMES T. DONALD
HAROLD BANTA
DAVID C. SILVEN

LAW OFFICES
HALLOCK, DONALD, BANTA & SILVEN
SUITE 201 SOMMER BLDG.
BAKER, OREGON

1-1015
3202
Baker

December 11th, 1948

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Mr. R. H. Baldock,
State Highway Engineer,
Oregon State Highway Commission,
Salem, Oregon.

NOTED
W. G. WILLIAMS

Dear Mr. Baldock:

I am pleased to announce that the representatives of the Sumpter Valley Railway Company have instructed us to write you that they are agreeable to the proposal contained in your letter of December 1st, involving the Dewey Avenue grade separation project.

We are sending a copy of this letter to Mr. Neuner.

Yours very truly,

HALLOCK, ~~DONALD~~, BANTA & ~~SILVEN~~

By Blaine Hallock

BH:b

NOTED
State Highway Engineer

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STATE HIGHWAY COMMISSION

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December 1, 1948

Sumpter Valley Railroad Company
Baker, Oregon

Gentlemen:

In all our conferences with you relative to the Dewey Avenue grade separation project in Baker, the new connection of your railroad to the Union Pacific has been assumed to cross the Stoddard Lumber Company property. Since it now seems that this company will continue in operation and that a right of way across this property would be quite costly, we are proposing an alternate connection. The alignment of this alternate connection is shown on our Drawing No. 653-C, a print of which is attached.

In this alternate connection the interchange remains in the same position originally proposed on the Union Pacific right of way just east of Dewey Avenue. From the interchange we propose to continue easterly on the Union Pacific right of way to a point opposite the Oregon Lumber Company property and thence through this property to a connection with your existing tracks near your office building.

With this connection your tracks west of Dewey Avenue will be eliminated and the present grade crossing of Dewey Avenue removed. It will also remove your tracks from Fifth Street and the other grade crossings now existing west of Dewey Avenue. You will have a connection to the Union Pacific entirely on property owned by yourselves or your affiliated company. You will also have a new track and roadbed as a replacement of the present track, which is in an advanced stage of deterioration. As another advantage to your company, the new connection will permit the industrial development of the Oregon Lumber Company property lying north of Powder River, which is now isolated and used only for pasture.

In view of these betterments to your position and the complete elimination of hazards to your operation from the existing grade crossings, we ask your agreement to the following allocation of costs:

COSTS TO BE BORNE BY THE STATE

1. Prepare the plans and specifications for and supervise the construction of the entire project.

2. Pay the entire cost of the project except such costs as may be allocated to the Union Pacific Railroad Company, the City of Baker, and the cost of items specifically noted hereinafter as to be borne by the Sumpter Valley Railroad Company.

COSTS TO BE BORNE BY THE SUMPTER VALLEY RAILROAD COMPANY

1. Provide all necessary right of way through property owned by itself or the Oregon Lumber Company, title to such right of way to remain with the Sumpter Valley Railroad Company or the Oregon Lumber Company as may be desired.

2. Provide without charge one 60-foot and one 40-foot steel girder span now owned by the Sumpter Valley Railroad Company for use at the two crossings of Powder River. The State is to take these spans from their present locations, provide pile piers and approach spans, and erect them without cost to the company.

3. Provide a borrow pit on Oregon Lumber Company property from which to obtain material needed for the railroad embankment.

4. Provide rails and rail fittings for the new track, delivered at the site of the work.

5. Provide ties for the new track, delivered at the site of the work.

6. Remove and salvage all rails and rail fittings from the existing track that is to be abandoned and dispose of all ties or other organic debris from those tracks. All salvage is to remain the property of the company.

This alternate connection is considerably more costly than the connection through the Standard Lumber Company property, had the right of way been reasonably obtainable. However, it now seems the most feasible way to effect the improvement. The items enumerated above, except for ties, are materials now owned by your company. Your affiliated company is in better position to supply ties than the State would be. The proposal outlined above is, in our opinion, a very reasonable allocation of cost, and we ask your consideration of it. We would be happy to confer further with you regarding the matter.

Very truly yours,

R. H. Baldock
State Highway Engineer

GSP:gm
Attached
cc R. W. Conad
E. P. Chidsey
Robert Ball
Charles McCulloch
L. C. Smitton
George Neuner
W. C. Williams
O. S. Parson

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FOR FILING

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 17, 1948

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SUBJECT: Dewey Avenue Grade Separation in Baker

To: Mr. W. C. Williams
Assistant State Highway Engineer
O f f i c e

NOTED
W. C. WILLIAMS

Dear Sir:

Under date of July 29 a joint report by Mr. Baldock and Mr. Devers was made to the Highway Commission concerning the right of way and engineering status of the Dewey Avenue Grade Separation in Baker. At that time we made estimates of cost on three different schemes as follows:

1. With the Sumpter Valley connection through the Stoddard Lumber Company property, exclusive of right of way $498,973

2. Sumpter Valley Railroad connection along Union Pacific right of way and through property of the Oregon Lumber Company $525,207

3. With the Sumpter Valley grade crossing left in use $459,808

Mr. Devers estimated that the right of way through the Stoddard Lumber Company would cost more than the additional cost of scheme number 2 over scheme number 1, which is approximately $26,000. He recommended that we proceed with the project using scheme number 2. At that time our estimates of the cost of the Sumpter Valley railroad on scheme number 2 were very preliminary and made without survey. We have now checked these by survey in the field, and the estimate from this survey is within $2,000 of the estimate used in the July 29th report. This is as close as we can hope to estimate and the estimates in that report can be taken as approximately correct. The Sumpter Valley Railroad Company has rail and two steel girder spans which have been salvaged from the main line of their railroad which our reports show will be furnished by them for the project. This has been taken into account in the estimates which we have made. The value of this rail and of the spans will exceed 10 per cent of the total cost of Sumpter Valley relocation, and it is probable that they will consider the furnishing of these materials as their contribution to the project.

We now have all of the engineering data that is necessary, and I would suggest that we have a conference to decide what we are to do with this project.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP gm
cc George Neuner

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COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
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COOS BAY

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

August 24, 1948

IN REPLY PLEASE REFER TO FILE

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Mr. Charles K. McCulloch
City Attorney
Baker, Oregon

Dewey Avenue Underpass,
Baker

Dear Mr. McCulloch:

The Highway Commission, while in regular session in Portland August 9, had under consideration the proposed grade separation project in Baker. The Legal Department was called on for a report with respect to some matters which have been the subject of discussion by letter and by personal interview, and I regret that we were forced to report to the Commission that some details essential to an agreement between the interested parties are as yet not resolved.

There are several matters concerning which the parties are not as yet in accord, some of which matters are of special importance. The matters specially discussed at the Commission meeting are these:

1. The request that the Sumpter Valley Railroad be eliminated in so far as the separation of grades is concerned.

2. The matter of financial contribution by the Sumpter Valley Railroad toward the cost of the project.

3. Procurement of necessary right of way to make possible a rearrangement of the Sumpter Valley Railroad Company's tracks.

The Commission is of the opinion that each of the foregoing items is important and each must be disposed of to the satisfaction of the Highway Commission before the project can go forward; in fact, before the Commissioner of Public Utilities will be asked to approve the project and issue the necessary order.

The first issue; namely, the eliminating of the Sumpter Valley Railroad from the project was before the Commission sometime ago and the Commission at that time rejected the idea. In this connection, it is the opinion of the Commission that in view of the amount of money involved and the benefits which both Railroads will share and enjoy, the public should have the benefits which will flow from the elimination of both grade hazards. In other words, the difference in the hazards created by the two companies is one of degree only.

With respect to issue No. 2, it is apparent that the Sumpter Valley Railroad Company will reap some advantage out of the proposed elimination of the grade crossing, which involves its railroad, and hence it is the opinion of the Commission that the Sumpter Valley Railroad Company should contribute in proportion to the benefits enjoyed.

Issue No. 3 has to do with the acquisition of right of way necessary in connection with the relocation or rearrangement of the Sumpter Valley Railroad tracks. Such additional land may require the expenditure of a substantial sum of money, an expenditure which in the opinion of the Commission should not come from Highway funds alone.

There is another matter which is a bit troublesome, and that is the item of cost. That item was called to your attention in Mr. Benner's letter to you, dated August 2, 1948. It appears that when this project was in its early stages of discussion, the Highway Commission allocated to the project the sum of $240,000. Costs have increased, and it now appears that the project will cost in excess of $500,000, which increase raises a problem which must be solved before the project can be brought to the contract stage.

The benefits which will flow from the accomplishment of the project have greater local application than they have of State-wide application, and, therefore, it is the considered view of the Commission that the project should be given a reasonable measure of local support, financial and otherwise.

In view of the admitted benefits to the City and its environs, it is the opinion of the Commission that the municipality and its various organizations should cooperate with the Commission in an effort to resolve to the benefit and advantage of all the unsettled problems so that the project may be qualified for submission to the Commissioner of Public Utilities for an appropriate order, in which order shall be a direction for the construction of the project, and in which order shall also be terms, conditions, and an allocation of the costs.

The people of Baker are in a position to exercise some wholesome influence locally toward the accomplishment of this desired improvement, an influence which is not within the province of the Highway Commission.

May the Commission, pursuant to whose instructions this letter is written, have an early reply to the matters herein presented.

Very truly yours,

J. M. DEVERS

JMD:MM

cc - T. H. Banfield
A. W. Schaupp
Ben R. Chandler
Robert Ball
Blaine Mallock
R. W. Baldock
H. B. Glaisyer

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AGENDA
AUG 9 1948

Joint Report of Surg. Gen. Council on Survey
and Medical Care in Baker.

RECEIVED
AUG 4 - 1948
FOR FILING

July 29, 1948

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State Highway Commission

Gentlemen:

Re: Dewey Avenue Undercrossing at Baker

I am attaching hereto two reports on the proposed undercrossing of the Union Pacific and the Sumpter Valley Railroads by the Baker-Unity Highway in Baker. These cover the engineering and the right-of-way and legal status of the proposed project.

Very truly yours,

R. H. Baldock
State Highway Engineer

REPORT ON THE ENGINEERING STATUS OF

THE PROPOSED BAKER UNDERPASS

The proposed undercrossing of the Union Pacific railroad by the Baker-Unity Highway in Baker has been under discussion since 1940. Approximately 500 feet west of the proposed undercrossing of the Union Pacific Company railroad, the Sumpter Valley railroad crosses the Baker-Unity Highway. While the rail traffic on the Sumpter Valley railroad is not heavy, it is certainly advisable that this grade crossing be eliminated at the same time. The elimination of the grade crossing on the Union Pacific railroad will tend to speed up travel very considerably, and because of this the danger of accident at the Sumpter Valley crossing would be materially increased.

Because of drainage conditions it is impracticable to depress the grade of the Baker-Unity Highway for this entire distance and undercross the Sumpter Valley tracks in their present position. It has been our plan to make the connection between the Sumpter Valley railroad tracks and the Union Pacific at a point south of the highway crossing and abandon the Sumpter Valley tracks where they now cross our highway. This connection requires the building of a new track across the unused mill yard of the old Stoddard Lumber Company. Until recently, it was the mill company's plan to abandon use of this mill entirely. We now find that they have made other plans which will possibly require the use of the mill yard, and the right of way could only be obtained through condemnation at a very considerable cost.

In the early stages of the project we had investigated an alternate connection which would miss the Stoddard Lumber Company property entirely. This scheme was abandoned at that time because it involved the construction of approximately 1,700 feet of additional track with a pile trestle bridge across Powder River. The additional cost of this alternate connection is estimated to be $27,000. The Right-of Way Department now estimates that the cost of right of way across the Stoddard property would probably be greater than this additional construction cost. Attached hereto is a map of the City of Baker showing in red the approximate line of the connection across the Stoddard property, and in yellow the alternate connection which would miss the Stoddard property entirely. Also attached is a 1" = 200' scale map showing more of the detail of these connections.

When this project was first considered in 1940, the estimates given were based upon the cost of comparable projects in Ontario and Nyssa, and with the assumption that the railroad companies would bear 20 per cent of the cost of the project. The original estimate of the money for the State's share was $165,000. When the present program was made up, the State's share of the project was carried at $240,000. Costs have more than doubled since this project was first considered, and with the additional cost due to the alternate connection of the Sumpter Valley railroad, we estimate that the total cost of the project will be $525,000. Of this amount, $69,700 is the estimated cost of the Sumpter Valley track changes of which the Sumpter Valley Railroad would be expected to contribute 10 per cent, or $6,970. The Union Pacific Company would be expected to contribute 10 per cent of the remaining cost, or $45,600;

making a total estimated contribution from railroad companies of $52,570. The State's share of the cost would thus be $472,430.

In view of these circumstances, it is recommended that the elimination of the Sumpter Valley grade crossing be continued as a part of this project and that the alternate line missing the Stoddard Lumber Co. yard be adopted. It is further recommended that we insist upon participation of the Sumpter Valley Railroad Company in the amount of 10% of the cost of the railroad relocation and that if agreement on this basis can not be reached, the matter placed before the Public Utilities Commissioner at the hearing which he will hold for his adjudication of the cost.

Very truly yours,

R. H. Baldock
State Highway

COMMISSIONERS

T. H. BANFIELD, CHAIRMAN
PORTLAND

A. W. SCHAUPP, MEMBER
KLAMATH FALLS

BEN. R. CHANDLER, MEMBER
COOS BAY

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
CHIEF COUNSEL

H. B. GLAISYER
SECRETARY

July 29, 1948

IN REPLY PLEASE
REFER TO FILE

Mr. T. H. Banfield, Chairman
Oregon State Highway Commission
P. O. Box 450
Portland 7, Oregon

Mr. A. W. Schaupp
State Highway Commissioner
207 Willets Building
Klamath Falls, Oregon

Mr. Ben R. Chandler
State Highway Commissioner
101 N. Broadway
Coos Bay, Oregon

Gentlemen:

I hand you herewith report on the right of way and legal status of the proposed Baker Underpass.

On December 22, 1947, the legal department, on behalf of the Commission, filed with the Public Utilities Commissioner a petition for a grade separation of the Baker Unity Highway and the Union Pacific Spokane line and Sumpter Valley railroads.

Since that time conferences have been had with both the Union Pacific Railroad Company and the Sumpter Valley Railroad Company. A preliminary agreement has been reached with the Union Pacific Railroad Company by which the various matters have been resolved and by which it was understood that the Railroad would be asked to and would contribute ten per cent to the cost of the project, exclusive of the cost of separating the Sumpter Valley railroad.

Numerous conferences have been held with representatives of the Sumpter Valley Railroad Company and to date we have not been able to secure an agreement which could be recommended to the Commission. At the present time the most that the Sumpter Valley Railroad Company has offered to contribute is the sum of $2,000.00.

At a conference some months ago with the city officials and manager of the Chamber of Commerce, representatives of the department

were assured that the City would take care of its proposed obligations. However, since that time, and until July 8, the City has done nothing tangible toward the performance of the obligations which they were asked to assume. On July 8 the City Attorney wrote to the department stating that the various obligations would be undertaken and also advising as to the status of their work in procuring the necessary pipe, etc., for the relocation of the city water mains and sewer pipes.

In order to facilitate the relocation of the Sumpter Valley railroad the present plans call for a connection between the Union Pacific tracks and the Sumpter Valley railroad across the mill property of the Stoddard Lumber Company. The Stoddard Lumber Company is not presently in operation and it was once thought that the company would proceed in liquidation. However, it now appears that the company contemplates a sale to a purchaser who would operate the whole of the mill property. The connection goes directly across the stacking yard of the mill on two reverse curves. The company is unwilling to negotiate at any price, stating that a rail connection across their mill property would ruin their plant operations. I am inclined to the belief that were the Commission to condemn this right of way the amount determined by a jury could far exceed the sum of $25,000.00.

There is an alternative connection between the Sumpter Valley railroad and the Union Pacific railroad, which would involve in the main the property of the Sumpter Valley railroad or its affiliated corporation. However, this alternative line would require the construction of a bridge across Burnt River and an additional cost in construction of approximately $27,000.00, according to the latest estimates. The Sumpter Valley representatives have complained of the 16^{0} curvature on the connection across the Stoddard Lumber Company property. Taking this complaint into account, along with the possible cost of right of way, it would appear, and I would recommend, that the Commission, if it choose, should go forward with the project using the alternative line.

To date the Commission has obtained options for the necessary right of way for the Baker underpass for a total consideration of $9,553.82. Two properties, including the original line through the Stoddard Lumber Company, are yet to be acquired. If the alternative line is selected, no right of way need be acquired from Stoddard. The other property involves approximately $100.00. The property is owned by a non-resident and it has been difficult to deal for this property, although the local representative has agreed to the figure given by Mr. Conad. For all practicable purposes the only right of way acquisition left, according to the descriptions now in our hands, is the connection between the Union Pacific railroad

and the Sumpter Valley railroad, which will be obviated if the alternative line is selected. There are some other right of way matters to be resolved, but in the main these are the obligations of the City.

Very truly yours,

J. M. DEVERS
Chief Counsel

mmm
cc: H. B. Glasgyer
R. H. Baldock

RECEIVED
AUG 5 - 1948
FOR FILING

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
A. W. SCHAUPP, MEMBER
KLAMATH FALLS
BEN. R. CHANDLER, MEMBER
COOS BAY

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. H. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

July 20, 1948

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Mr. P. T. Portner, President
Baker County Chamber of Commerce
Baker, Oregon

Mr. Charles K. McCulloch
City Attorney
Baker, Oregon

Mr. Robert F. Ball, Manager
Baker County Chamber of Commerce
Baker, Oregon

NOTED
W. C. WILLIAMS

Gentlemen:

This will acknowledge receipt of your separate letters dated July 8 regarding the proposed Dewey Avenue underpass in the City of Baker. The delay in acknowledging your letters is due to the fact that they were received upon the eve of a one-week trip by the Highway Commission and it was thought expedient to have these letters available on that trip and no opportunity presented itself for reply.

The matters discussed in your letters, together with right of way developments and other current matters in connection with the proposed project, are the subject matter of a report to the Commission which is now in the process of preparation by Mr. Baldock and by Mr. Devers. It is planned that the Commission will have a full report so that it may act upon the matter at its meeting on August ninth and tenth.

Yours very truly,

G. W. [illegible]
Assistant Counsel

GWH:AF
cc Mr. R. H. Baldock
Mr. G. S. Paxson
Mr. R. W. Cozad

REFERRED TO
Williams
Please help
Norma
prepare
for file

RECEIVED
APR 6 1948
FOR FILING

1-1013
3202

April 2, 1948

4564
4676
4803
6934

Senator Austin Dunn
Baker State Bank Building
Baker, Oregon

Baker - Underpass

Dear Senator Dunn:

With reference to your recent visit and your inquiry as to the status of the construction of the proposed underpass of the Union Pacific Railroad at Dewey Avenue, advise that the engineering features are all completed, the plans have been drawn and we are in position to advertise the project when the rights of way and the negotiations with the railroads have been completed.

Before the Public Utilities Commissioner's hearing is held to fix the cost, it has been proposed to determine the estimates of cost of both construction and right of way and, if possible, to agree with the railroads about participation, which would then require only a perfunctory hearing before the Public Utilities Commissioner. There appears to be no difficulty in the agreement with the Union Pacific Company, but the Sumpter Valley Railroad should agree to pay an amount commensurate with the benefits received.

There is also a serious matter about the right of way through the Stoddard Lumber Company.

All these things must be cleared up before I can have authority from the Commission to advertise the project. You may rest assured that I will do my very best to push all these negotiations as fast as possible. I would appreciate your conferring with the city authorities and asking them to reply to Mr. Devers about the various things on which he has written them. I would further suggest that you discuss the matter with the Sumpter Valley Railroad, particularly about their negotiations with the Stoddard Lumber Company.

I appreciate your interest in the matter and welcome your help in getting this very much needed job under contract.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hi

FORM E-90 REM 7-47

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 2, 1948

SUBJECT: Status of Baker Underpass

To: Mr. R. H. Baldock
State Highway Engineer
O f f i c e

Dear Sir:

In answer to your inquiry of April 1 as to the status of the Baker underpass, which information you desire so that you can reply to Senator Dunn, I advise you as follows:

The petition has been filed with the Public Utilities Commissioner and appearances have been made by the Union Pacific Railroad Company and Sumpter Valley Railroad Company, and on February 6 the City of Baker filed an answer.

There does not appear to be any serious controversy with the Union Pacific Railroad Company. However, the Sumpter Valley Railway Company, who we believe will sustain a very definite benefit, has not seen fit to co-operate in the project. Since the filing of their answer we have contacted Mr. Cuyler Lighthall and Mr. Blaine Hallock, their attorney, and at one time it appeared that an amicable disposition could be made of the matter so far as the Sumpter Valley Railway Company is concerned. However, since that time we have been corresponding with Mr. Hallock, and the Sumpter Valley Railway Company is not disposed to contribute to the cost of the grade separation in excess of the sum of $2000.00. I cannot recommend that we agree to this contribution.

It would also appear that the Sumpter Valley Railway Company is not pleased with some of our engineering on the project, particularly the 16° curvature which has been suggested.

We have contacted the city authorities about several matters by letter and in person, and to my best information have not received replies from them, particularly a reply concerning the status of a ditch which the City was to investigate and also a request that our contractor be given a permit to cross the school property during the construction period.

With regard to the right of way, Mr. Cozad is working on the project and is securing necessary waivers and rights of way, and I believe he is progressing satisfactorily. We have not contacted the Stoddard Lumber

Company, from whom it will be necessary to purchase right of way for the relocation of the Sumpter Valley railroad. It was indicated in negotiations that probably the Sumpter Valley Railway Company would be in a better position than the State to secure this needed right of way. It has been suggested to the Sumpter Valley Railway Company, through Mr. Cozad, that it procure an option from the Stoddard Lumber Company and let the matter of allocation of costs await further negotiation or the determination of the Public Utilities Commissioner.

It seems to the writer that this project is very largely a matter of benefit to the City of Baker itself, and unless the City sees fit to co-operate better I see no reason why the department should assume the burdens and obligations which should belong to the City in order to expedite the project.

Yours very truly,

J. M. DEVERS

By G. W. Neuner

G. W. NEUNER
Assistant Counsel

GWN:AW

...OR FILING

Salem, Oregon
April 1, 1948

Mr. J. M. Devers

Please advise me of the status of the Baker underpass in order that I may reply to Senator Dunn.

R. H. Baldock

RHB:hi

RECEIVED
MAR 10 19
FOR FILING

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
A. W. SCHAUPP, MEMBER
KLAMATH FALLS
M. R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. H. GEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

Mar. 2, 1948

NOTED
State Highway Engineer

4564
4676
4803
69 W

Mr. Blaine Hallock
Hallock, Donald, Dunta & Silven
Suite 201, Sumner Bldg.
Baker, Oregon

Dear Mr. Hallock:

This will acknowledge receipt of your letter of March 1, relating to the proposed Dewey Avenue Undercrossing.

At the time of our conference in your office, I was of the opinion that there was a strong possibility that a contested hearing could be avoided in this matter. We have given careful consideration to your letter and the offer of your client, and regret to advise that we could not conscientiously recommend to our Commission that it agree to such a contribution by the Dumpter Valley Railroad. If this is the ultimate attitude of your client, we see no alternative but to ask that the proceeding be set for hearing in the very near future.

Yours very truly,

J. H. GEVERS

By
G. W. NEUNER
Assistant Counsel

GWN:FBC

cc- Mr. R. H. Baldock
Mr. W. C. Williams
Mr. Glen Paxson

STATE
FILING
FILED

February 25, 1948

#4564
4676
4803
6.9W

Mr. S. Murray
Resident Engineer
Union Pacific Railroad
Pittock Block
Portland, Oregon

Dear Sir:

I am attaching two copies of the Baker Undercrossing Drawing 7519 showing proposed turnaround to serve the property on the east side of Dewey Avenue on the north side of the railroad.

It was considered desirable to encroach upon the railroad and secure a turnaround which can be negotiated without backing since the property on the north side of the main line can never be used on account of the location of the underpass. The turnaround on the south side of the tracks has been made smaller so that any increase in the number of your tracks can take place on the southerly side of the right of way and the full right of way used. Mr. Booth has already left a plat in your office showing the details of the underpass and why the right of way for the north turnaround can never be serviceable for railroad use.

Will you kindly advise whether this encroachment can be obtained.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc - H. G. Smith

...TAING

NOA 4-1.1
2/2/48

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 14, 1948

SUBJECT:

To: Mr. W. C. Williams
Assistant Highway Engineer
O f f i c e

Mr. H. G. Smith
Construction Engineer
O f f i c e

Mr. G. S. Paxson
Bridge Engineer
O f f i c e

NOTED
W. C. WILLIAMS

Gentlemen:

We have filed an application with the Public Utilities Commissioner for an order permitting the construction of the Dewey Avenue Undercrossing in Baker, but I find upon examination of the file and after discussing the matter with Mr. DeSouza that there is a lot of evidence and information that we do not yet have. The points of information with the necessary estimates of cost segregated separately are as follows:

1. The cost of the construction of the Dewey Avenue Undercrossing structure segregated as to the structure itself, the construction and removal of the shoofly track, the cost of excavation, the cost of paving, and other items which may be connected with the structure construction between grade points.

2. Cost in connection with the revision in the tracks of Sumpter Valley Railway segregated as to the cost of the necessary right of way which this Department will furnish, the cost of the embankment work, the cost of the laying of the new track with its appurtenances and facilities, and the cost of removing the present line between the points of junction.

3. The costs of revising the present street connections.

4. The cost of the work stated in the petition which should be done by the City of Baker in connection with drainage, sewer, water lines, etc.

Also, a definite decision should be made as to how the residences on the south and easterly side of the crossing, I believe it is, shall be given access so that an appraisal may be made of the costs of the necessary right of way or the grade change damages which may have to be paid.

I have received a letter from Mr. Betz of the Railroad Company taking issue with a number of things in the petition, and I have written him and suggested that the Railroad Company withhold filing of its answer until a conference can be held.

I plan sometime soon to try to meet the attorneys for the Railroad Company and dispose of some of the items that are now in controversy. I think if before that time the engineering matters can be worked out, we probably can go before the Public Utilities Commissioner on an agreed statement of facts and on an agreed allocation of costs. I am working toward that end.

Yours very truly,

J. M. Devers

J. M. DEVERS

JMD:avh

RECEIVED
NOV 6 1947
FOR FILING

Salem, Oregon
October 31, 1947

#4564
4676
4603
69W

Mr. W. C. Williams

Mr. Banfield is quite anxious to get the Baker underpass under contract. I understand that the negotiations with the railroad company are being handled by Mr. Devers. Please see to it that Paxson has everything ready and tell Mr. Devers that Mr. Banfield would appreciate the expediting of the hearing before the P.U.C. so that the contract can be advertised at the earliest possible time.

R. H. Baldock

RHB:hi
cc: T. H. Banfield

SEP 23 1947
FOR FILING

September 19, 1947

1564
4476
4803
#69W

Mr. S. Murray
851 Pittock Block
Portland 5, Oregon

Dear Sir:

This will acknowledge your letter of September 6 requesting traffic data in connection with the Denny Avenue grade separation in Baker.

The best information we have to date in respect to this location is that as obtained Thursday, April 4, 1946 at which time an origin-destination survey was made in respect to vehicles moving across the present grade crossing and also traffic volume counts in the vicinity. I am sending you this summary report as was made at that time.

The information as submitted does not cover all the specific information particular as regards vehicle classification breakdown as you have requested in your letter; however, it is the best information we have to offer at this writing and trust that it will serve your needs.

Very truly yours,

W. C. Williams
Acting State Highway Engineer

aj

Attachment

cc: F. B. Crandall

Assignment 69-W

ASSIGNMENT No. [illegible]

SUBJECT: Union Pacific Railroad letter re. Dewey Avenue separation at Baker.

DATE: 9/6/47 ASSIGNED TO: CRANDALL

- ☐ Investigation and report to this office
- ☐ Reply direct with copy to this office
- ☒ Return with drafted reply
- ☐ Comment or recommendation and return to this office
- ☐ Investigation and such action as is necessary
- ☐ Please prepare reply for my signature
- ☐ Assignment executed Date _____

☐ _____

REPORT RECEIVED: 9-22-47 HI

REMARKS:

RECEIVED
SEP 18 1947
Office Of
TRAFFIC ENGINEER

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

S. MURRAY,
RESIDENT ENGINEER

651 PITTOCK BLOCK
PORTLAND 5, OREGON

September 6, 1947

34

Mr. R. H. Baldock,
State Highway Engineer,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:

There have been several discussions, as you know, between the Railroads and between the Railroads and the Highway Department concerning the Dewey Avenue separation at Baker.

In order that we may determine some basis on which to compose some of our views, it would be appreciated if your Traffic Engineer could supply some data on the character of traffic over Dewey Avenue. I would like to know the following:

Present volume of traffic using crossing.
Time of peak traffic, rate and direction.
Character of traffic, i.e., local, urban or intersectional.
Divided as to passenger cars or trucks.
Trucks divided between farm and commercial.
Commercial vehicles separated as to commodities, i.e., logs, lumber, gasoline, explosives, general merchandise, machinery, farm produce, etc.

In addition to the above I would like to know the extent of the territory you consider served by this crossing.

With the above information I believe some of the views will compose themselves.

Yours truly,

S. MURRAY

RECEIVED
SEP 8 1947
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 11 1947
FOR FILING

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

September 11, 1947
Salem, Oregon

#4564
#4678
#4803

To: Mr. J. H. Devers

SUBJECT: Dewey Avenue RR separation
Baker

NOTED
W. C. WILLIAMS

In accord with your request of September 10 I am transmitting herewith one copy of complete detailed report of field investigation which was made in April, 1946 in connection with the Dewey Avenue grade separation in Baker. I believe this report covers information which you have requested.

I might state that at the time I submitted this report to Mr. McCullough, multiple copies were also given to Mr. DeSousa which copies should be somewhere in your file.

F. E. Crandall
Traffic Engineer

aj

Attachment

cc: W. C. Williams

BAKER COUNTY CHAMBER OF COMMERCE

BAKER, OREGON

RECEIVED
MAY 16 1947
FOR FILING

May 12, 1947

456
4678
4803

Mr. R.H. Baldock,
State Highway Engineer,
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Baldock:-

We appreciate your information of May 9th, telling us that the complications caused by the abandonment of the Sumpter Valley Railroad Company tracks and the necessity of providing a new connection to the sawmills east of Dewey Avenue have been worked out.

We are hoping that you will be able to find a satisfactory bidder to construct the project and certainly appreciate your interest and efforts to secure its completion.

Sincerely yours,

W.A. Gildersleeve

W.A.Gildersleeve,
President

wag;s

NOTED
State Highway Engineer

RECEIVED
MAY 14 1947
OREGON
STATE HIGHWAY COMMISSION

"THE FRIENDLY CITY ON THE OLD OREGON TRAIL"

MINING - LUMBERING - AGRICULTURE - STOCK RAISING and DAIRYING - HUNTING - FISHING - SCENERY - WINTER SPORTS

RECEIVED
MAY 10 1947
FOR FILING

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

May 9, 1947
Salem, Oregon

#4803
#4564
#4675

SUBJECT: Dewey Avenue Undercrossing in Baker

To: R. H. Baldock
Highway Engineer
Salem, Oregon

Dear Sir:

We have now reached agreement with the Union Pacific Railroad on the engineering details of the Dewey Avenue Undercrossing in Baker and can make application to the Public Utilities Commissioner when certain matters of policy are decided.

1. Inclusion of track to Oregon Lumber Company as a part of project: The Oregon Lumber Company and the Sumpter Valley Railway Company are owned by the same interests and were operated in close cooperation. The U. S. Interstate Commerce Commission, in its Finance Docket No. 15253, dated October 31, 1946, authorized the abandonment of the railroad. The Sumpter Valley Railroad connects with the Oregon Lumber Company mill approximately one-half mile east of Dewey Avenue. From the mill to the Union Pacific Depot the railroad is still in use as a freight connection to the mill. This Sumpter Valley track crosses the Baker-Unity Highway several hundred feet south of the Dewey Avenue crossing of the Union Pacific. If the grade separation were not in prospect this track would continue as a freight connection. We, of course, do not want to leave even a secondary grade crossing in use when there is an opportunity to eliminate it at a reasonable cost and have insisted that it be combined with the Union Pacific Project.

We plan to extend the Union Pacific side track across the Dewey Avenue structure to an interchange siding which connects with a new spur track to the mill. These tracks make possible the abandonment of the existing grade crossing of the Sumpter Valley Railroad, I do not believe that we can show the Public Utilities Commissioner any reasonable ground for excluding them.

2. Contributions from the Railroad Companies: At several conferences with Mr. Murray, he has emphatically stated his intention to resist any assessment of costs above ten percent. His position is that since the Union Pacific Railroad has agreed to ten percent on projects under the Federal program, the State should not request more on projects not scheduled on such programs. He feels that it is only through a technicality that the Dewey Avenue project is not eligible for the Federal Program and that the railroad should not suffer from such a condition.

NOTED
State Highway Engineer

While there may be some basis for this position, we should not go along with him. To do so would establish a precedent which might be embarassing on future jobs when there might be no Federal Program of any kind. We should make the best case we can before the P. U. C. and leave the allocation to him as is intended under the law.

I would suggest that we go over these matters with the legal department prior to making our application.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP:js

cc - J. M. Devers

RECEIVED
MAY 10 1947
FOR FILING

#4805

May 9, 1947

Mr. W. A. Gildersleeve, President
Baker County Chamber of Commerce
Baker, Oregon

Dear Mr. Gildersleeve:

The Dewey Avenue Underpass project in Baker has been quite complicated by the abandonment of the Sumpter Valley Railroad Company tracks and the necessity of providing a new connection to the saw mills east of Dewey Avenue. We believe that these details have now been worked out and we will, within a short time, make application to the Public Utilities Commissioner for a permit to construct the project.

The material and labor situation is still very critical and difficulty may develop in securing a satisfactory bid. We realize how important this project is to your city, and will endeavor to place the work under contract as soon as possible.

Very truly yours,

R. H. Baldock
State Highway Engineer

hi
cc: Governor Snell
G. S. Paxson

4903

RECORD OF ASSIGNMENT

DESCRIPTION: Let of May 2 from Baker Co. C of C re status of Dewey Ave. Underpass.

DATE: MAY 5, 1947 ASSIGNED TO: PAESCH

( ) Investigation and report to this office
( ) Reply direct with copy to this office
( ) Return with drafted reply
( ) Comment or recommendation and return to this office
( ) Investigation and such action as is necessary
(X) Please prepare reply for my signature
( )

REPORT RECEIVED: 5-8-47 IE

REMARKS:

BAKER COUNTY CHAMBER OF COMMERCE

BAKER, OREGON

May 2, 1947

Mr. R.H. Baldock,
Oregon State Highway Commission,
Salem, Oregon

Dear Mr. Baldock:-

We are wondering what the status of the Dewey Ave. Underpass is? We understood that a called for bid might be made during the month of April, provided that preliminary details could be satisfactorily worked out with the Union Pacific railroad.

We shall appreciate any information you can give us regarding the project and what we can do to help in working it out.

Sincerely,

W.A. Gildersleeve

W.A.Gildersleeve,
President

wag;s

REFERRED TO
Paxton
by Chief Engineer
Reply soon

RECEIVED
MAY 5 - 1947

RECEIVED
MAY 5 1947
OREGON
STATE HIGHWAY COMMISSION

"THE FRIENDLY CITY ON THE OLD OREGON TRAIL"

MINING - LUMBERING - AGRICULTURE - STOCK RAISING and DAIRYING - HUNTING - FISHING - SCENERY - WINTER SPORTS

RECEIVED
MAR 31 1947
FOR FILING

#4564
#4678

March 28, 1947

Mr. G. R. Fryar
Baker, Oregon

Dear Sir:

Reference is made to your letter of January 30, addressed to the Honorable Earl Snell, regarding the design of the Dewey Avenue underpass with respect to possible change of route of US30 by paralleling the railroad.

There is nothing in our design of the Dewey Avenue underpass which will prevent an overcrossing by the proposed highway if at any time funds are available and it would prove practical to parallel the railroad through Baker. It is impossible, however, to give any immediate consideration to the route along the tracks, such as buying right of way, since similar conditions exist in every town in Oregon due to the rapid growth in population, and we are unable to make surveys or allocate money except on projects which the Commission has approved for immediate construction.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hl
cc: H. G. Smith

RECORD ASSIGNMENT

Fryar

DESCRIPTION: Correspondence re Dewey Avenue Underpass.

DATE: MARCH 26, 1947 ASSIGNED TO: PAISON

( ) Investigation and report to this office
( ) Reply direct with copy to this office
( ) Return with drafted reply
( ) Comment or recommendation and return to this office
( ) Investigation and such action as is necessary
( ) Please prepare reply for my signature
(X) Please read this correspondence and prepare a letter to the Governor for my signature.

REPORT RECEIVED: 3-28-47 HI

REMARKS: Letter written direct to D. P. Fryar, Baker

FORM B-80 2M 7-46

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 27, 1947

SUBJECT:

To: Mr. H. G. Smith
Construction Engineer
O f f i c e

L

Dear Sir:

With reference to the feasibility of a new highway line through Baker overcrossing the proposed Dewey Avenue Underpass, the present design adapts itself very well to the construction of such a route. We might have to change the grade of the sidewalks in order to get under the proposed overcrossing of Dewey Avenue, but this would not be a serious matter, and in view of the uncertainty, I do not believe it worth while to change the project.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP GM

MAR 27 1947

FORM E-80 20M 7-46

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 27, 1947

SUBJECT:

To: Mr. H. G. Smith
Construction Engineer
O f f i c e

Dear Sir:

With reference to the feasibility of a new highway line through Baker overcrossing the proposed Dewey Avenue Underpass, the present design adapts itself very well to the construction of such a route. We might have to change the grade of the sidewalks in order to get under the proposed overcrossing of Dewey Avenue, but this would not be a serious matter, and in view of the uncertainty, I do not believe it worth while to change the project.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP GM

MAR 2 7 1947

FORM S-30 REM 12-46

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 21st, 1947

SUBJECT:

To: Mr. R. H. Baldock
State Highway Engineer
O f f i c e

Dear Sir:

In regard to Record of Assignment #4564, letter from G. R. Fryar to Governor Snell suggesting that the eventual route through Baker will follow the railroad and that the Dewey Avenue Underpass should be extended so that a highway along the railroad could cross over it.

In the design of the Dewey Avenue Underpass we did not feel it advisable to block Myrtle Street and, therefore, the underpass cannot be made longer without blocking this street. There is no reason, however, why the highway cannot be a few feet higher than the railroad, which would leave the design of the underpass exactly as is and make a more economical arrangement than suggested by Mr. Fryar.

It might be well to give some thought to the design of the retaining walls so that the abutment for the highway overpass could be incorporated with the walls or built immediately back of them. This is all I would recommend doing at the present time since the rerouting of the Old Oregon Trail entirely through Baker is a major project and should not delay the construction of the underpass any more than the minor studies I have suggested.

I am attaching map showing the position for the suggested highway.

Very truly yours,

H. G. Smith
Construction Engineer

HGS:AR
Enc.

RECEIVED
MAR 26 1947
OREGON STATE HIGHWAY COMMISSION

RECORD OF ASSIGNMENT 4564

DESCRIPTION: Letter from G. R. Fryer, Baker, to Gov. Snell 1-30-47 Dewey Ave. underpass and rerouting of heavy traffic

DATE: 2-6-47 ASSIGNED TO: SMITH

(Investigation and report to this office
(Reply direct with copy to this office
(Return with drafted reply
(Comment or recommendation and return to this office
(Investigation and such action as is necessary
x (Please prepare reply for my signature
(

REPORT RECEIVED: 3-20-47 HI

REMARKS:

February 4, 1947

Mr. Baldock:

The attached letter has been acknowledged by the Governor and Mr. Fryar has been advised that it is being brought to the attention of the State Highway Committee.

Alene Phillips

February 4, 1947

Mr. Baldock:

The attached letter has been acknowledged by the Governor and Mr. Fryar has been advised that it is being brought to the attention of the State Highway Committee.

Alene Phillips

COPY

Baker, Oregon
January 30, 1947

Governor
Earl Snell
Salem, Ore.

Dear Governor:

A few days back our local paper carried an article from you to the effect that State Highway Engineer Baldock would soon issue some definate conclusion on what would be done about a much needed Underpass under the Railroad on Dewey Ave., A few days later we were notified of a Safety First Meeting in Portland where one of the principal subjects to help save lives now lost in Automobile accidents would be Re-Routing of heavy traffic.

These two subjects are tied together here because the most direct, and it appears to me the only feasable route, for a truck route, or an alternate 30, to carry the main through traffic of Main Street where it now is routed, is to run it from the Depot approximately parallel with the Railroad Tracks to where they meet south east of town.

Whether it is desired to construct this route now or some future time it should be now given proper consideration so as to decide whether or not this proposed Underpass should now be made long enough to take care of both the Railroad and a Highway.

A route along the RR as suggested would have not over four or five cross streets and the main one would be taken care of by the underpass where as at present there must be at least fifteen or twenty, and the heaviest in town. The difference is due to the fact that most streets stop at the RR and more, with the Underpass in operation, could be cut off there.

Another consideration at this time is the present undeveloped land along where this route would run which as it is developed would add to the cost of condeming or buying a right of way along the tracks.

This for your consideration.

Very respectfully,

/s/ G. R. Fryar

RECEIVED
JUL 21 1947
FOR FILING

1-10-15
3202

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 16, 1947

SUBJECT:

To: Mr. R. H. Baldock
State Highway Engineer
O f f i c e

Dear Mr. Baldock:

A few days ago Mr. Neuner and I called to see Mr. Murray of the Union Pacific Company with respect to the Baker grade separation project, but Mr. Murray had without notice been called to Pendleton on some matters.

Upon my return I addressed a letter to Mr. Murray calling his attention to the fact that at our conference held quite some time ago in his office we had tentatively agreed upon twenty per cent as being the Company's fair share of the cost of the project, and I asked whether or not that tentative arrangement had been approved by the Omaha office.

He advised me that it had not. He advised me too that he has been taken severely to task by Southern Pacific people who complained to the Union Pacific people about any concession at all with respect to Railroad participation which would be in excess of the cost of the maintenance of a grade crossing; namely, approximately $300.00 a year. So Mr. Murray and his associates are not prepared at this time to proceed on the theory and tentative arrangement arrived at in his office some months ago.

I told Mr. Murray by phone that before any definite action has been taken by way of filing an application before the Public Utilities Commissioner that I would contact him.

I have received a short letter from Mr. Murray today confirming that understanding and I note that copies of that letter have been mailed to Mr. Baldock and Mr. Paxson, and I now write as I do so that you will understand what Mr. Murray means in his short letter of July fourteenth.

Yours very truly,

J. M. DEVERS

JMD:avh
cc - G. S. Paxson

NOTED
State Highway Engineer

RECEIVED
JUL 17 1947
FOR FILING
S. MURRAY,
ASSISTANT ENGINEER

Form 3010
7-37-3000

UNION PACIFIC RAILROAD COMPANY

OPERATING DEPARTMENT

PORTLAND, OREGON

July 14, 1947

34

RECEIVED

Mr. J. H. Devers,
Chief Counsel,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:

Yours July 11th and our telephone conversation this morning in regard to Dewey Avenue grade separation at Baker.

This will confirm our understanding that we will have a discussion of this matter at an early date.

Yours truly,

S. MURRAY.

CC - Mr. R. H. Baldock,
State Highway Engineer,
Oregon State Highway Commission,
Salem, Oregon.

Mr. G. S. Paxson,
Bridge Engineer,
Oregon State Highway Commission,
Salem, Oregon.

RECEIVED
JUL 15 1947
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 17 1947
FOR FILING

COMMISSION
T. H. BANFIELD, CHAIRMAN
PORTLAND
A. W. SCHAUPP, MEMBER
KLAMATH
M. E. CHESSMAN, MEMBER
ASHLAND

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

July 11, 1947

L 1413

Mr. S. Murray,
Resident Engineer,
Union Pacific Railroad Company,
851 Pittock Block,
Portland 5, Oregon.

NOTED
State Highway Engineer

Dear Mr. Murray:

Mr. Neuner and I called yesterday to discuss with you the Baker grade separation project, but unfortunately you had been called to Pendleton.

You will recall that on November 1, 1946, a group of us met in your office and discussed that project and my notes show that we had tentatively agreed on the Company's financial participation; in other words, the local representatives of the Union Pacific were ready to recommend to the Omaha office that the Company contribute twenty per cent of the cost of the project. There were a number of other details to be worked out, some of which involved the Sumpter Valley Railroad. The Highway Commission is being urged by Baker citizens to get this project on it way at the earliest possible date, and it occurred to me that if we can dispose of the financial contribution which the Company will make to the project we can then start to work out the necessary details which should be incorporated in the usual form of agreement between the State and Railroad.

I will appreciate anything you can do to speed this project.

Yours very truly,

J. M. DEVERS

JMD:PW

cc R. H. Baldock
G. S. Paxson

RECEIVED
JAN 15 1947
FOR FILING

1-1015

3202

January 13, 1947

Honorable Earl Snell
Governor of Oregon
Salem, Oregon

Dear Governor Snell:

In response to your memorandum relating to the letter of January 7 from Leo Adler in regard to the status of the Denney Avenue railway grade-crossing elimination, please be advised that the Highway Commission has given authority to petition for the crossing and request the Public Utilities Commissioner to allocate the cost of the structure between the railroad company and the Highway Commission.

The sketches of the proposed undercrossing and estimates of cost are now being prepared and will be submitted to the Public Utilities Commissioner by March 1, after which the Public Utilities Commissioner will probably set the date of a hearing.

It is impossible to let any contracts involving the use of steel until after April 1 because of the restrictions placed by the Federal Government. It is also quite probable that difficulty will be encountered in obtaining contractors to give a satisfactory bid on this project due to the continued uncertainty as to labor and materials, but you may rest assured that we will do everything in our power to get the underpass built as soon as possible.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hi

1[illegible]0/47

Sam:

What are the prospects and status on the matter referred to in the attached letter?

Earl

STATE HIGHWAY COM

C
O
P
Y

LEO ADLER
MAGAZINE SPECIALIST

Baker, Oregon

January 7th, 1947

Earl Snell
Governor State of Oregon
Salem, Oregon

Dear Earl:

As you perhaps know. several times since you have been in office as Governor, I have talked, or written to you regarding the Dewey Avenue Railroad crossing.

I'm enclosing a clipping from the paper regarding a fire we had today. The track was blocked, as it often happens.

When you were here in October, Fire Chief Otto Karg and myself talked to you about this and you advised when you returned to Salem you'd do something about it.

This is something you inherited when you took office, as for the past ten years we have been trying to get either an under-pass or over-pass for this crossing, as there have been several people killed and injured there, and as all our industries are on the other side of this track it is essential that something be done about this.

In 1945 the fire department established a temporary department across the track as they were informed this pass would be built as soon as the war was over. They have only one man there during the daytime, as they had to cut down on the force--as you know all cities are in a low financial state.

If this had been a mill fire this morning there would have been one, perhaps two mills burned.

I hope something can be done immediately on this matter, as I have it from a reliable source if one, or either of the mills here should burn down, they would not rebuild them.

Trusting you will give this your attention, and with kindest regards to Mrs. Snell and yourself, I am

Sincerely yours,

/s/ Leo Adler

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JAN 11 1947
OREGON
STATE HIGHWAY COMMISSION

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JUL 1 8 1946
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1-1015
3202

Baker

D

10:00 a.m.
6-27-46

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 24, 1946

SUBJECT: Dewey Avenue Undercrossing in Baker

To: Mr. R. H. Baldock
State Highway Engineer
O f f i c e

L

Dear Sir:

This structure is planned to carry the Baker-Unity Highway under the tracks of the Union Pacific Railroad Company at Dewey Avenue in Baker. At the present time the tracks of the Sumpter Valley Railroad also crosses the Baker-Unity Highway, at a point a few hundred feet west of the Union Pacific crossing. The Sumpter Valley Railroad Company intends to abandon its operations, but there is still some question as to the location of the connection to the Oregon Lumber Company mill and the Union Pacific. This connection is now made over the tracks of the Sumpter Valley Railroad. It is hoped, however, that a new connection can be made which will make possible the complete abandonment of the Sumpter Valley tracks across the Baker-Unity Highway. The Union Pacific Railroad Company is now investigating the possibility of this new connection. Until this decision is made, we do not have sufficient information to make an application to the Public Utilities Commissioner.

The project is estimated to cost approximately $250,000 at present prices. This includes the undercrossing of the railroad and the connection of the new grade to several city streets in Baker. The project will not only eliminate the grade crossing at Dewey Avenue but also the grade crossing on Fourth Avenue, which is approximately 50 feet west of the Dewey Avenue crossing.

It is proposed to make this a state project, in which case we are to ask the Public Utilities Commissioner to assess a portion of the cost to the railroad company, under the Oregon statute governing grade crossing eliminations. On previous projects in which costs are allocated under the Oregon law, the average railroad contribution has been approximately 35 per cent, which would make the railroad contribution approximately $87,500. A very strenuous objection will undoubtedly be made by the railroad company.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP GM

D

L

-B-
1-1015
3202

CROSS REFERENCE SHEET

Baker

Name or Subject Mr. A. C. Lighthall, Jr.
Sumpter Valley Railroad
Baker, Oregon

File No.

Regarding Right of way for highway widening between Baker and Sumpter

Date 6/17/46

SEE

Name or Subject CONSTRUCTION
Right of Way
Sumpter Valley Secondary

File No.

File cross reference form under name or subject at top of the sheet and by the latest date of papers. Describe matter for identification purposes. The papers, themselves should be filed under name or subject after "SEE."

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3202

June 13, 1946

Dewey Avenue underpass, Baker

Mr. G. S. Paxson

Baker

Herewith copy of a letter from A. G. Lighthall, Jr., the last paragraph of which answers the inquiry that you made.

R. H. Baldock

RHB:HI
Encl.

SUMPTER VALLEY RAILWAY COMPANY

COPY

Baker, Oregon,
June 5, 1946

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This will acknowledge receipt of your letter of June 1st to my father.

We have discussed this matter thoroughly and wish to advise you concerning our discussion.

Your understanding regarding the right of way for the Baker to Sumpter highway is entirely correct. We wish to co-operate with the Commission in every way and will give you the right of way for the widening of the highway between Baker and Sumpter at any time subsequent to the abandonment of that portion of the Sumpter Valley Ry. If you will advise me when such right of way will be required I will see that the necessary steps are taken.

We have been anticipating a change of the location of our interchange track with the Union Pacific R.R. When this change is made it will not be necessary for our tracks to cross over the underpass. This I believe will benefit both the Commission and the railroads as the cross over will not need to be as large nor will it be as costly. As soon as this matter has been discussed further with the Union Pacific R. R. and a definite decision has been reached you will be advised. In any event we will have a definite answer for you prior to any hearing before the Public Utilities Commissioner.

Yours very truly,

(Sgd) A. C. LIGHTHALL Jr.

A. C. Lighthall, Jr.
Secretary-treasurer

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JUN 14 1946
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OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 10, 1946

NOTED
State Highway Engineer

L-1013
3202

To: Files

SUBJECT: L 1413
Dewey Avenue Undercrossing
in Baker

On Thursday afternoon, June 6, I called on Mr. Blaine Hallock at his office in Baker and discussed with him the status of proceedings relative to the abandonment of the Sumpter Valley railroad.

Mr. Hallock advised me that a petition for the abandonment of the railroad has been filed and that notices have been published but that the matter has not yet been set for hearing. He promised to advise me when this is done.

It seems that in connection with the petition the railroad union or unions intervened, taking the position that the Sumpter Valley Railway Company should at least keep switching facilities in operation so as to keep one train crew employed. Sumpter Valley Railway Company apparently has agreed to this condition.

Mr. Hallock did not know anything about the operation of the railroad and could give no advice as to the possible location of switch tracks. He suggested that the matter be discussed with Mr. A. C. Lighthall, President, Sumpter Valley Railway Company, who resides at the Benson Hotel in Portland.

J. W. DeSOUZA
Assistant Counsel

JWD:AW
cc Mr. R. H. Baldock
Mr. G. S. Paxson

1-1015
3202

CITY OF BAKER

GOLD CENTER

EASTERN OREGON

AGENDA
JUN 25 1946
D
10:00 AM
6/27

HENRY McKINNEY, MAYOR COMMISSIONER
W. S. HUGHES, STREET COMMISSIONER
W. P. SMITH, WATER COMMISSIONER
F. L. HUBBARD, CITY ATTORNEY

WM. OSBORN, CHIEF OF POLICE
MABLE NELSON, CITY AUDITOR AND MUNICIPAL JUDGE
HENRY MELTON, CITY ENGINEER

OFFICE OF
HENRY McKINNEY
MAYOR COMMISSIONER

BAKER, OREGON

May 29th, 1946

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:-

Thanks for reserving 15 minutes for the City of Baker before the Highway Commission on Thursday, June 27th, at 10:00 a.m. on the third floor of the Public Service Building, Portland, Oregon.

At that time the City Attorney, Mr. Grant, will appear with me to argue in favor of the underpass on Dewey Avenue in Baker.

Appreciating your courtesy, we remain,

Yours very truly,

CITY OF BAKER

By Henry McKinney
Henry McKinney, Mayor

HMK:ag

RECEIVED
MAY 31 1946
OREGON
STATE HIGHWAY COMMISSION

D

WESTERN UNION

JUN 25

D

10:00 AM
6-27

May 24, 1946

Hon. Henry McKinney, Mayor
City of Baker
Baker, Oregon

Dear Mr. McKinney:

Confirming my wire to you of this date, I am pleased to inform you that the next regular meeting of the Highway Commission is scheduled to be held in Portland on Wednesday and Thursday, June 26 and 27, 1946. The meeting place is in the Auditorium on the third floor of the Public Service Building. The Commission will be pleased to grant you a hearing at such meeting.

The Commission prefers to hear delegations on the second day of its meeting, so I am reserving 15 minutes for you starting at 10:00 a.m. on that day, which I trust is satisfactory. Will you kindly advise me definitely whether or not you will be present so I can assign the time to some other delegation if you decide not to appear.

Will you also kindly advise me the subject matter of your appearance so I can have pertinent data on hand at the meeting.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBC:ec

10:00 AM
June 27

D

DESIRED

		CABLE
	✕	ORDINARY
DAY LETTER		URGENT RATE
SERIAL		DEFERRED
NIGHT LETTER		NIGHT LETTER

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

A. N. WILLIAMS
PRESIDENT

Filed

1201

$

ACCOUNTING INFORMATION

S

TIME FILED

F

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

3:00 p.m. May 24 1946

To Honey McKinney, Mayor

Care of or Apt. No.

Street and No.

Place Baker, Oregon

Retel next meeting scheduled for June 27. Have scheduled you for 10:00 a.m. that day. Meeting place in Public Service Building, Portland. Letter follows.

H. B. Gladmyer, Secretary

HBG:GO

OREGON STATE HIGHWAY COMMISSION

Charge

Sender's name and address
(For reference only)

Sender's telephone number

COMPANY ARE SUBJECT TO THE FOLLOWING TE

...ICE
...full-rate
...or Cable-
...nless its de-
...character is in-
...ted by a suitable
...ymbol above or pre-
...ceding the address.

WESTERN UNION

(47)

1201

DR=Day Letter
NL=Night Letter
LC=Deferred Cable
NLT=Cable Night Letter
Ship Radiogram

A. N. WILLIAMS, CHAIRMAN OF THE BOARD

JOSEPH L. EGAN, PRESIDENT

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

.PR160 24=BAKER ORG 24 1218P

1946 MAY 24 PM 1 11

STATE HIGHWAY COMMISSION, H B GLAISYER SECY

=STATE OFFICE BLDG SALEM ORG=

PLEASE WIRE DATE OF NEXT HIGHWAY COMMISSION MEETING AND IF ARRANGEMENTS CAN BE MADE FOR MY APPEARANCE ON BEHALF OF THE CITY OF BAKER=

HENRY MCKINNEY MAYOR.

Rec'd in next meeting scheduled for June 27. Have scheduled your for 10:00 a.m. that day. meeting place in Public Service Bldg Portland - Otto Yokum.

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

RECEIVED
FEB 27 1946
FOR FILING

1-1015
3202

Baker

February 21, 1946

Honorable Henry McKinney
Mayor of the City of Baker
Baker, Oregon

Dear Mr. McKinney:

Recently, when you were before the Highway Commission, the question was raised as to the eligibility of the proposed Dooley Avenue underpass structure and appurtenances to receive federal aid highway funds to be used in grade crossing elimination work. I told you that the law did not permit the expenditure of funds on a secondary highway within the city limits. The Baker-Unity road is a federal secondary highway.

I am attaching hereto a copy of a written opinion of Mr. Devers in this regard.

Mr. Devers states that the project does not qualify for construction with the funds available under the terms of the Federal Aid Highway Act of 1944. There is no question but that the Dooley Avenue underpass is a worthy project, but it cannot be built with the funds made available under the 1944 Road Act.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:HK
Encl.
cc Mr. J. M. Devers
Mr. H. B. Glaisyer

FORM S-30 REV 7-45

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 19, 1946

SUBJECT:

To: Mr. G. S. McCullough,

Office.

Dear Mr. McCullough:

This letter is addressed to you in conformity with established practice that matters be cleared through your office—a system with which I am in accord. I have been requested to render an opinion to the Commission with respect to the "Construction of a grade separation project at the Baker-Unity Highway crossing of the Union Pacific Railroad in the City of Baker."

The question submitted is this: Does that project qualify for construction with funds made available under the Federal Aid Highway Act of 1944? In my opinion it does not meet the requirements of the Act.

In the first place, the project is not within an urban area, as the term is defined in the Act, and, in the second place, it is not on the Federal Aid Highway system and does not qualify as a secondary feeder road, either outside of a municipality or inside of a municipality of less than 5,000 population.

The act by its terms defines the classification of roads or streets upon which the funds may be expended and I do not find that the project is within the reach of any of the classifications.

It may be contended that the provisions of Section 5 (a), which declares "That the entire construction cost of projects for the elimination of hazards at railway-highway crossings, including the separation or protection of grades at crossings, the reconstruction of existing railroad grade crossing structures, and the relocation of highways to eliminate grade crossings, may be paid from Federal funds, * * * reach the present situation.

The above quoted language standing alone might be given some such construction, but that quoted language must be read in conjunction with other language in the same section, and by the language employed in the first part of that section what is said about the entire cost of railroad grade separation projects is controlled by the language which says: "The Federal share payable on account of any project provided for by the funds made available under the foregoing provisions of this Act, * * *. In other words, funds which might be used for grade separations must be expended in conformity with the conditions under which and pursuant to which the funds have been made available.

Original filed;
Adm - Law & Legal - Opinions
Copy filed: Const - Fed Aid - Grade Crossings

Mr. C. B. McCullough February 19, 1946

The Baker project may be a very worthy project, but unless it comes within the reach of the act I am satisfied that an approval by the Highway Commission would be idle, since the Commission's action is not final but is subject to approval by the Public Roads Administration.

Yours very truly,

J. M. DEVERS

JMD:PW

SALEM, OREGON
December 20, 1945

Mr. J. M. Devers
Chief Counsel
OFFICE

Dear Sir:

Question has been raised as to whether or not the federal aid moneys made available by the Federal Aid Act of 1944 can be applied to the construction of a grade separation project at the Baker-Unity Highway crossing of the Union Pacific Railroad in the City of Baker.

I have advised the Commission that the project is not eligible for federal aid under that Act. I think the Commission would like also to have your opinion in the matter.

A copy of the Act is enclosed for your convenience.

My conclusion in the matter is based on the following considerations:

1. Regular Federal Aid Funds cannot be applied for the reason that the Baker-Unity Highway is not on the Primary Federal Aid System.

2. Federal Aid Urban Funds cannot be applied for the same reason.

3. Federal Aid Secondary Funds cannot be applied for the reasons (1) that the project is within a municipality and (2) that Secondary Funds are available for use only on roads "outside of municipalities or inside of municipalities of less than five thousand population".

The project could, of course, be made eligible for federal aid under the 1944 Act by making the Baker-Unity Highway a Primary Federal Aid Highway. This, however, would require mutually favorable action by both the Highway Commission and the Public Roads Administration. The Baker-Unity Highway has not heretofore been considered of importance sufficient to warrant such action.

Very truly yours,

R. H. Baldock
State Highway Engineer

SHP:GED

ENC.

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FEB 3 - 1945
FOR FILING
1-1015
3202

January 30, 1945

The Honorable Henry McKinney
Mayor of the City of Baker
Baker, Oregon

Dear Mr. McKinney:

With reference to the underpass on Dewey Avenue in the city of Baker, please be advised that, under the terms of the 1944 Road Act, Public Law 521--78th Congress, copy of which is hereto attached, federal funds cannot be used on a secondary highway in a city of more than five thousand population. I did my best, while in Washington, to have this condition removed but it was opposed by the Farm Bloc which, as you know, is a very powerful organization, and it insisted that none of the secondary road monies be spent in a town of more than five thousand population.

Since the Dewey Avenue underpass is on the Sumpter Valley Secondary Highway and is within the city limits of Baker, no federal funds can be used for this elimination. Suffice it to say that the Oregon State Highway Department will have difficulty in matching the federal funds and, therefore, will have no state funds for this purpose.

I am sorry that this condition is true, but there is nothing we can do about it.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:HI
Encl.

CITY OF BAKER

BAKER, OREGON

January 29, 1945

Hon. Henry McKinney, Mayor,
City of Baker,
Baker, Oregon.

Dear Mr. McKinney:

This acknowledges receipt of your letter of the 26th inst., inquiring as to the plans and prospects for construction of the Dewey Avenue underpass.

I am referring it to Mr. R. H. Baldock, State Highway Engineer, for reply.

Respectfully yours,

HBC/jeo

Secretary,
OREGON STATE HIGHWAY COMMISSION

ACKNOWLEDGED
H. B. GLAISYER

...NNEY,
...R COMMISSIONER
W. S. HUGHES,
STREET COMMISSIONER
W. P. SMITH,
WATER COMMISSIONER
A. S. GRANT,
CITY ATTORNEY

WILLIAM M. OSBORN,
CHIEF OF POLICE
MABLE NELSON,
CITY AUDITOR
AND MUNICIPAL JUDGE
HENRY MELTON
CITY ENGINEER
SQUIRE B. ROMANS
COLLECTOR

CITY OF BAKER

GOLD CENTER EASTERN OREGON

BAKER, OREGON

OFFICE OF
HENRY McKINNEY
MAYOR COMMISSIONER

January 26th,1945

State Highway Commission
H.P.Glaisyer,Secretary
Salem,Oregon.

Re: Dewey Ave.underpass
Baker,Oregon

Dear Mr. Glaisyer:

In late '42 plans were underway to construct an underpass at Dewey Avenue Railroad crossing in Baker by the Oregon State Highway Commission out of United States Public Roads funds.

War contingencies dislocated the project but the need for the underpass is greater now than in 1942.

I now inquire as to the present status of the Dewey Avenue underpass in Baker.Does this project have a place in present or post war plans of the Highway Commission?

If agreeable I would like to have as clear an understanding as may be of the situation now existing as the plans and prospects for construction.

Yours very truly
CITY OF BAKER

By Henry McKinney
Mayor

HMcK/MN

RECEIVED
JAN 2 ... 1945
STATE HIGHWAY COMMISSION

BAKER'S WATER COMES FROM SNOWFLAKES. IT'S COLD, IT'S CRYSTAL CLEAR AND IT'S PURE.

RECEIVED
OCT 23 1944
FOR FILING

1-1015

3202

October 20, 1944

Members of the
Oregon State Highway Commission

Gentlemen:

You asked me to make a report to you about the Baker railway grade crossing. Please be advised that this was approved by the Highway Commission on January 10, 1941 and submitted to the Public Roads Administration. The Public Roads Administration, however, refrained from giving approval until January of the calendar year in which the money was to be expended.

The Baker grade crossing moneys were available in the year 1942, and immediately following Pearl Harbor federal funds were frozen so the Federal Government did not give its formal approval for the project although it has expressed tentative approval thereof.

Several small pieces of right of way were purchased at a total cost of $228.

The estimate of $105,000 will probably have to be increased to $150,000, based on estimated present rates.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:HF

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- 1944
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COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP,
KLAMATH FALLS
MERLE R. CHESSMAN,
ASTORIA

OREGON
STATE HIGHWAY COMMISSION

SALEM

R. N. BALDOCK
STATE HIGHWAY ENGINEER
C. S. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

October 20, 1944

AGENDA
OCT 23 1944

Baker

Members of the
Oregon State Highway Commission

Gentlemen:

You asked me to make a report to you about the Baker railway grade crossing. Please be advised that this was approved by the Highway Commission on January 10, 1941 and submitted to the Public Roads Administration. The Public Roads Administration, however, refrained from giving approval until January of the calendar year in which the money was to be expended.

The Baker grade crossing moneys were available in the year 1942, and immediately following Pearl Harbor federal funds were frozen so the Federal Government did not give its formal approval for the project although it has expressed tentative approval thereof.

Several small pieces of right of way were purchased at a total cost of $228.

The estimate of $105,000 will probably have to be increased to $150,000, based on estimated postwar rates.

Very truly yours,

R. N. Baldock
State Highway Engineer

RNB:MI

Total cost of Right of Way
estimated at $4500 making
Total cost of project $154500

RECEIVED
1944
1-1015
3202

September 21, 1944

Members of the
Oregon State Highway Commission

Gentlemen:

You instructed me to report on the Baker Grade Separation Project. This project is located on Dewey Avenue in Baker on the site we visited. It proposes to make a grade separation of both the Union Pacific Railroad and the Sumpter Valley Railroad. This will necessitate changing the tracks of the Sumpter Valley Railroad to closely parallel the Union Pacific tracks so that the separation may be effected by one structure.

This project was approved by the Union Pacific Railroad Company on March 13, 1941 and by the Public Roads Administration on May 2, 1941. The project was set up by the State Highway Commission for expenditure from the 1943 federal funds applicable to grade crossing elimination. The estimated cost of the project at that time was about $120,000, of which $5,000 was right of way. Three pieces of right of way were acquired at a cost of $226. The balance of the right of way was estimated to cost $4,990. The estimated cost of construction at postwar prices is $145,000, making the total cost of the project approximately $150,000.

When the war started, the Government froze all these monies, but later consented to the use of the grade-crossing funds set up for this and other projects on the Eugene project in order to eliminate the eleven grade crossings through Eugene as a war measure. As a consequence, there are no grade-crossing monies now available and nothing is definitely known as to what the Congress will do about grade crossing appropriations in the postwar road bill. The present Senate bill provides that federal monies may be used for grade-crossing elimination on projects selected by the State Highway Commission, provided the railroad companies put up 15 per cent of the cost of the improvement.

As far as I know, the Baker people were never promised the project, because the Highway Commission only announced its program one year in advance. I presume, however, they may know that it was programmed through checking with the Union Pacific. Under the old law, the projects had to be approved by the railroads. Present evidences are that this requirement will no longer be made. We only started the plans but have never completed the calculations or the drawings. I would estimate the plans are 25 per cent complete.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:HI

RECEIVED
Oct 18 1944

No. 2. construct RR grade xing separation
over on Baker Unity Hwy at
Clancy Ave in Baker

1943 115,500

Was in G. sep. program and
Fed RW. using combined but
now mentions separate

War mentions cancel for Expenditures

4/11/44

Tell commission Senator
called this to my attention, that
Service in order on amount for it
and mentioned it to him
when he was there last trip

KLAMATH FALLS

UPPER KLAMATH LAKE

LAKE EWAUNA

RIVER

CLINK.

City Limits

KLAMATH LAKE HWY.

To Rocky Point

KLAMATH FALLS-LAKEVIEW HIGHWAY

THE DALLES-CALIFORNIA HIGHWAY

MAIN CANAL

KLAMATH CANAL

PROJECT

RIVERSIDE

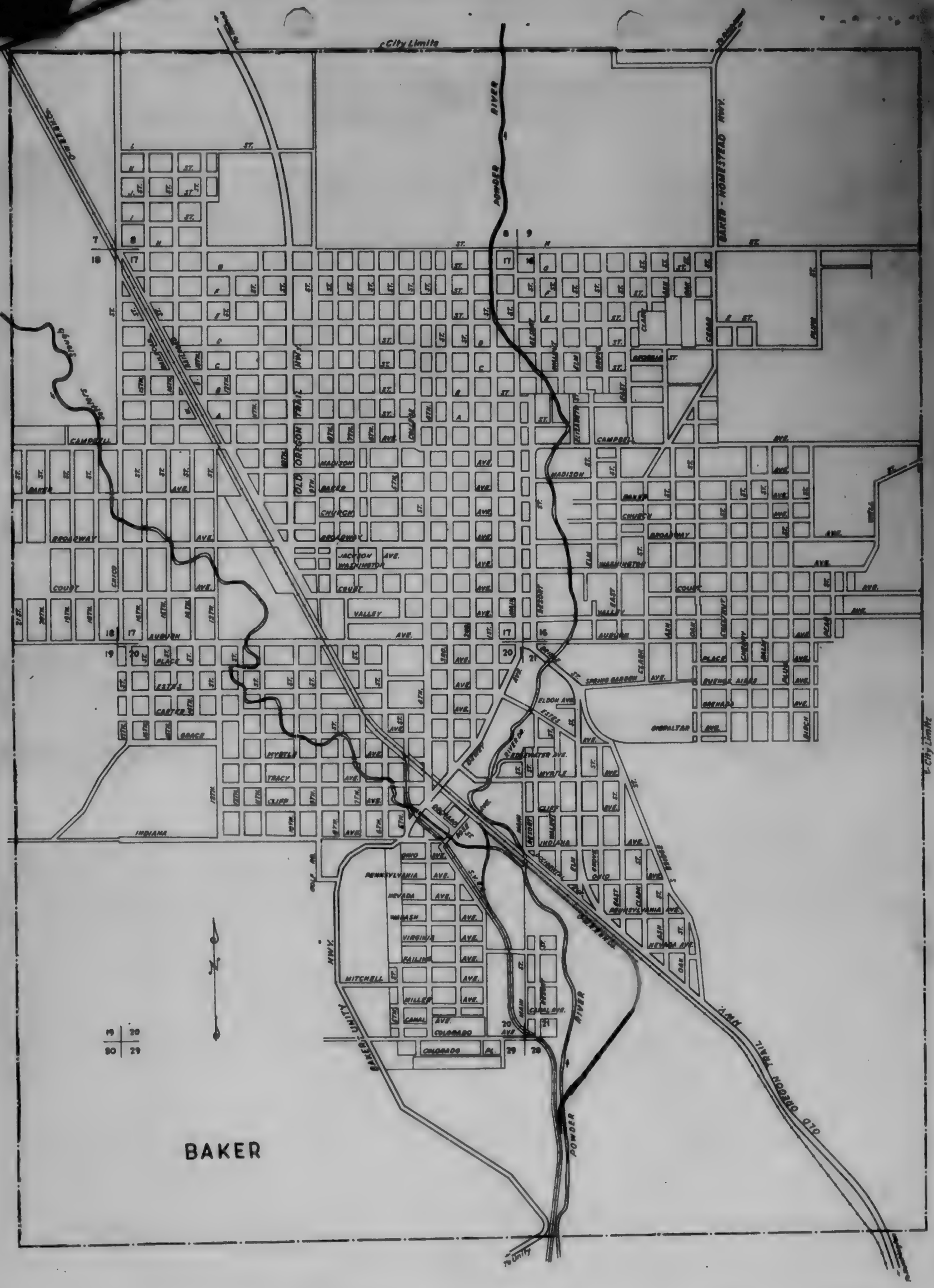
CYPRESS AVE

MAIN ST

MAIN

MAIN

MAIN


City Limits
POWDER RIVER
BAKER - HOMESTEAD HWY.
OLD OREGON TRAIL HWY.
OLD OREGON TRAIL
BAKER - UNITY HWY.
BAKER
RAILROAD ST.
MADISON
CAMPBELL
BROADWAY
CHURCH
COURT
VALLEY
AUBURN
JACKSON
WASHINGTON
ADAMS
JEFFERSON
MAIN
CANAL
COLORADO
INDIANA
OHIO
PENNSYLVANIA
NEVADA
WABASH
VIRGINIA
RAILIN
MITCHELL
MILLER
SPRING GARDEN
GIBRALTAR
MYRTLE
CLIFF
ELDON AVE.
ESTES
CARTER
GRACE
TRACY
CLIPP
CHESTNUT
CLARK
EAST
ASH
OAK
PLACER
BUENA VISTA
ORCHARD
RIVER DR.
FRESHWATER AVE.
DOWNEY
ALLEY
ST.
AVE.
PL.
BLVD.
13
20
30
29

A K E R

R

ALTERNATE CONNECTION

1102.4' CONNECTION

CONNECTION THROUGH STODDARD LBR. CO.

PROPOSED S.V.R.R. INTERCHANGE

O. W. R. & N. Main Line

Sumpter Valley Railroad To be abandoned

MYRTLE ST.

GRACE ST.

ROSE ST.

TAMAR ST.

23+46.5 P.S.

200' Spiral S = 4°00' Δ = 2.0°

23+46.5 P.S.C.

26+30.7 P.C.S.

200' Spiral S = 4°00' Δ = 2.0°

28+30.7 P.T.

Existing Tra...
New T...

E R

ALTERNATE CONNECTION

1102.4' CONNECTION

CONNECTION THROUGH STODDARD LBR. CO.

PROPOSED S.V.R.R. INTERCHANGE

O. W. R. & N. Main Line

ROSE ST.

TAMAR ST.

200' Spiral S = 4°00' Q = 2.0

23+46.5 P.S.

23+46.5 P.S.C.

26+30.7 P.C.S.

200' Spiral S = 4°00' Q = 2.0

23+30.7 P.T.

Sumpter Valley Railroad To be abandoned

Existing Track

New Tracks this Pr

Trad

LEGE

ALTERNATE

1102.4' CONNECTION

CONNECTION THROUGH STODDARD LBR. CO.

PROPOSED S.V.R.R. INTERCHANGE

R.R. of W.

R.R. of O.

O.W.R.&N. Main Line

MYRTLE ST.

GRACE ST.

ROSE ST.

TAMAR ST.

200' Spiral S = 4°00' Θ = 2.0

23+46.5 P.S.

23+46.5 P.S.C.

26+30.7 P.C.S.

200' Spiral S = 4°00' Θ = 2.0

28+30.7 P.T.

S. 28°26' W.

30+19.8 P.C.

17° C.R. Δ = 55°54' L = 1700

33+48.0 RT.

Sumpter Valley Railroad To be abandoned

TRACK

Existing Track

New Tracks under this Project

Track to be Abandoned

1102.4' CONNECTION

CONNECTION THROUGH STODDARD LBR. CO.

PROPOSED S.V.R.R. INTERCHANGE

O.W.R.&N. Main Line

ROSE ST.

TAMARACK ST.

200' Spiral S = 4°00' D = 2.0

23+46.3 P.S.C.

26+30.7 P.C.S.

200' Spiral S = 4°00' D = 2.0

28+30.7 P.T.

Sumpter Valley Railroad To be abandoned

TRACY ST.

S. 28°26' W.

30+19.2 P.C.

17° C.S.A. R = 330.0 T = 176.0 L = 328.0

33+48.0 P.T.

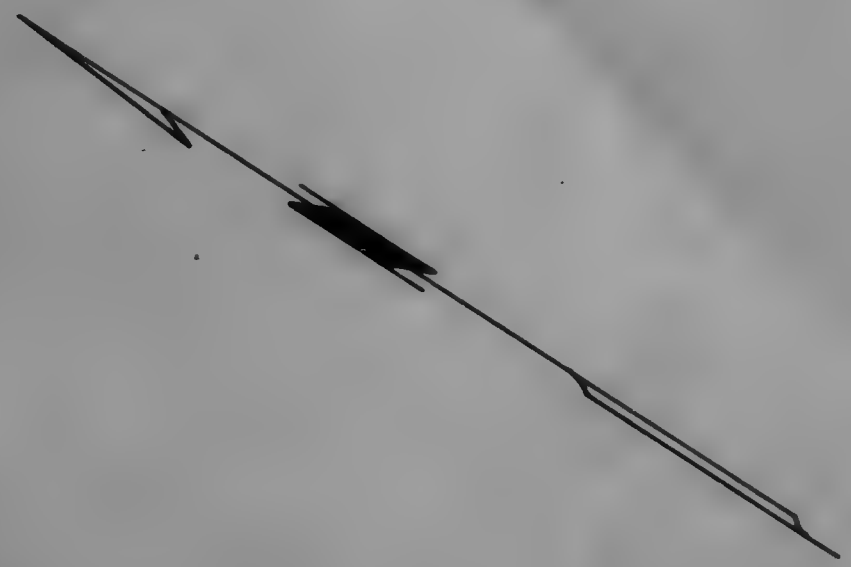
LEGEND

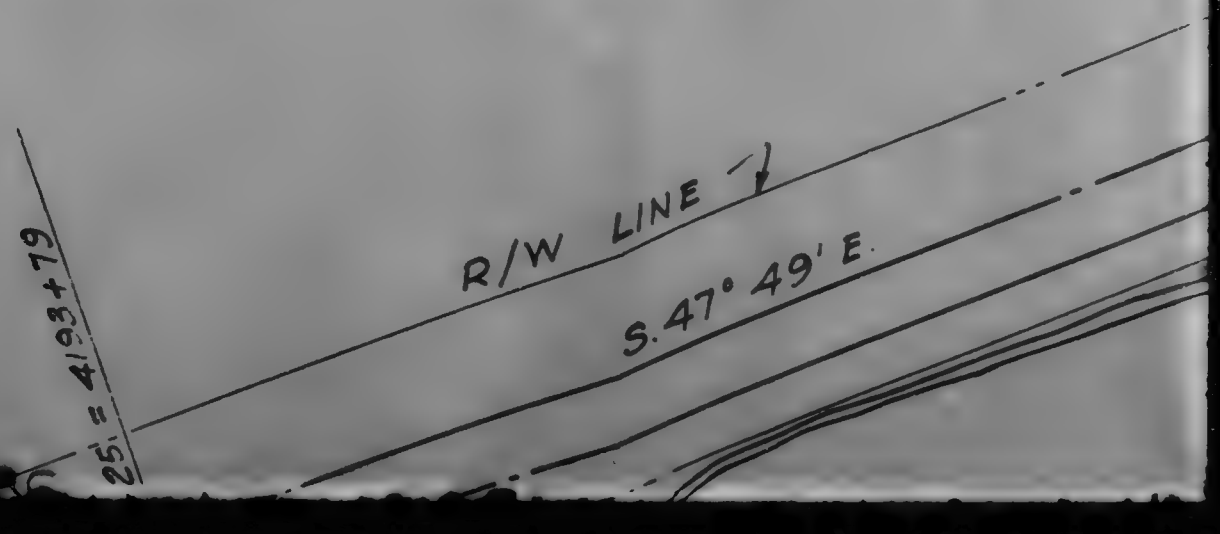
Existing Track — Black

New Tracks under this Project — Yellow

Track to be Abandoned — Red

-1015-
#320-





MAIN LINE UNION PACIFI

PROPOSED CONN. WITH S.V.R.R.

Old Sawdust Burner

32

33

Old Mill

22+10+94

S/W LINE

S. 47° 49' E.

MAIN LINE UNION PACIFIC R.R.

PROPOSED CONN. WITH S.V.R.R.

200' SPIRAL
A = 5
S = 10°

22+01.64

24+01.64 PCS

10° C.R.
Δ = 19° 48'
L = 198.0

25+99.64 POS

200' SPIRAL
Δ = 5
S = 10°
X = 11.6
Y = 199.40

27+99.64 P.T.

Old Sawdust Burner

32

33

Old Mill

OREGON LUMBER CO.

C.R
= 19° 48'
= 198.0

25+99.64 POS

200' SPIRAL
Δ = 5
S = 10°
X = 11.6
Y = 199.40

27+99.64 P.T.

SUTTON CR

S 8°-01'E

OREGON LUMBER CO.

PASTURE

33+59.63 P.S.

200' SPIRAL
Δ = 5
S = 10°
X = 11.6
Y = 199

63 PCS

E

33+59.63 P.S.

200' SPIRAL
A = 5
S = 10°
X = 116
Y = 199.10

63 PCS

= 4193+79

NO 9

PROPOSE
INTERCH

HWY. STA 0+00 = R.R. STA 4186+00

0+46 = 4186+00

PROPOSED
UNDER CROSSING

NO. 9

ST.

OSE

NER

R/W LINE

S. 47° 49' E.

0+25 = 41+93.79

NO 9

PROPOSED SUMPTER VALLEY INTERCHANGE

ST.

MAIN LINE UNION PACIFIC R.R.

PROPOSED CONN. WITH S.V.R.R.

10° C.R.
Δ = 19° 48'
L = 198.0

200' SPIRAL
A = 5
S = 10°

24+01.64 PCS

22+01.64

25+99.64

Old Sawdust Burner

32

33

Old Mill

35

34

OREG

10° C.R.
Δ = 19° 48'
L = 198.0

25+99.64 POS

200' SPIRAL
Δ = 5
S = 10°
X = 11.6
Y = 199.40

27+99.64 P.T.

SUTTON CR

S 8°-01' E

OREGON LUMBER CO.

PASTURE

33+59.63 P.S.

200' SPIRAL
A = 5
S = 10°
X = 11.6
Y = 199.40

35+59.63 PCS

10° C.R
L = 628.67'

35

CR

S 8°-01'E

ASTURE

33+59.63 P.S.

200' SPIRAL
A = 5
S = 10°
X = 11.6
Y = 199.40

35+59.63 PCS

10° C.R
L = 628.

HWY. STA 0+00 = R.R. STA. 4186+00

0+46 = 186+00

PROPOSED UNDER CROSSING

No. 9

TRACY

DEWEY AVE.

TANNER

ORCHARD ST.

ROSE ST.

0+25 =

NO 9

PROPOSED SUMPTER VALLEY INTERCHANGE

ST.

ROSE

RD ST.

MAIN TRACK S

SOUTH BAKER ST.

VANIA

THIRD

33

Old Mill

35

34

MAIN TRACK S.V.R.R.

ST.

THIRD

35

34

POWDER

52

RESORT

53

OREGON LBR. CO.

ST.

54

55

10° C.R
L=628.67'

WDER

RIVER

BARN

41+88.30 PCS

55

ST.

54

42+88.30 PT

72

73

45+93.44
END OF CONNECTION

TRACY

DEWEY AVE.

ORCHARD ST.

TANNER

ROSE

INDIANA

ROSE

ST.

MAIN TRACK S.V.R

SOUTH BAKER ST.

PENNSYLVANIA

THIRD

NEVADA

ST.

DIANA

MAIN TRACK S.V.R.R.

ST.

THIRD

NEVADA

ST.

WABASH

SECOND

ST

RT

53

55

ST.

54

OREGON LBR. CO.

SECOND ST.

OREGON LBR. CO.

OREGON
STATE HIGHWAY DEPARTMENT

DEWEY AVE. UNDERPASS
PROPOSED RELOCATION
SUMPTER VALLEY RAILROAD

AT

BAKER — BAKER COUNTY

SCALE 1" = 100' — NOV. 24, 1948

JOB NO. 6531 — DRAWING NO. 6531-C

124-4215 Tunnel Creek Culvert 1949
#3203 North Santiam Hwy.

RECEIVED
MAR 23 1950
FOR FILING

124-4210

3203

March 23, 1950

The Aetna Casualty and Surety Company
Leon Building
Portland 4, Oregon

Attention: Mr. H. P. Atterbury

Gentlemen:

We have your letter of March 21 inquiring as to the status of final payment on Contract 3203 with the R & M Construction Company for bridge work on the Tunnel Creek Section of the North Santiam Highway in Marion County.

Final payment was mailed to the contractor on March 21, 1950. The total amount of the contract is $8,249.48.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md 3/22

THE ÆTNA CASUALTY AND SURETY COMPANY
HARTFORD, CONNECTICUT
AFFILIATE OF
ÆTNA LIFE INSURANCE COMPANY
THE AUTOMOBILE INSURANCE COMPANY
THE STANDARD FIRE INSURANCE COMPANY

PORTLAND OFFICE
HAYWARD ANDREWS, MANAGER
YEON BUILDING
[redacted]

PORTLAND 4, OREGON

March 21, 1950

Oregon State Highway Commission
Salem,
Oregon

ATTENTION: Mr. H. B. Glaisyer, Secretary

Gentlemen:

RE: Bond 42 S 10427 - Contract No. 3203
R & M Construction Co.

Referring to our exchange of correspondence in connection with contract covering construction of the Tunnel Creek Bridge on the North Santiam Highway in Marion County. Will you kindly advise if the final payment has been made so we can close our file?

Thank you.

Yours very truly,

W. H. Eagleton
Superintendent, Fidelity & Surety Dept.

hpa

By H P Atterbury

Given BY SECRETARY

RECEIVED
MAR 1950
FILING

124-4210

3209
(Contract No.)

4-final
(Est. No.)

OREGON STATE HIGHWAY COMMISSION

March 1, 1950
(Date)

R. N. Construction Co.
(Contractor)

Vou. No:	Warrant No:	Amt: $	Date:
2567	369752	1,121.61	2/28/50

~~XXXX~~

Mr. H. B. Glaisyer:

The warrant listed aoove is in payment of the final estimate of the above described contract. This warrant will be held in the Accounting Division until advised by you that release is authorized.

Specified completion date:

Completed:

ACCOUNTING DIVISION

Contract Accepted:

Time Extensions:

Penalties:

Claims:

Remarks:

Date:

Accounting Division:

Release of the above warrant is hereby authorized:

H. B. Glaisyer

Warrant Mailed: MAR 2 1950

3-2-50

OREGON STATE HIGHWAY COMMISSION

March 1, 1950
(Date)

3203	4-final	R. M. Construction Co.
(Contract No.)	(Est. No.)	(Contractor)

Vou. No:	Warrant No:	Amt: $	Date:
2567	369752	1,121.61	2/28/50

[redacted]

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. This warrant will be held in the Accounting Division until advised by you that release is authorized.

Specified completion date: Oct. 15, 1949

Completed: Oct. 26, 1949

ACCOUNTING DIVISION
aau

Contract Accepted: Dec. 19, 1949

Time Extensions: Extended to Oct. 26, 1949 without penalty

Penalties: None of record

Claims: None of record

Remarks:

Date: 3-1-50

Accounting Division:

Release of the above warrant is hereby authorized:

H. B. Glaisyer

Warrant Mailed:

RECEIVED
JAN - 9 1950
FOR FILING

124-4210

3203

January 6, 1950

M. & M. Construction Co.
P. O. Box 1673
Central Point
Oregon

Gentlemen:

The State Highway Commission, at its meeting on December 19, 1949, had under discussion your request for an extension of time of 15 days, from October 15 to October 31, 1949, within which to complete your contract No. 3203 covering construction of Tumnal Creek Bridge on the North Santiam Highway in Marion County.

I am pleased to inform you that the Highway Commission granted you an extension of time to October 26, 1949, on which day the contract was completed, without penalty. However, I was instructed to inform you that the Commission, in arriving at its decision, considered but did not necessarily adopt either the recommendation of the Engineer or the reasons given by you for failure to complete the project within the specified time.

Respectfully yours

Secretary
OREGON STATE HIGHWAY COMMISSION

HEG:gl

cc: Wm. E. Chandler,
Division Engineer

W. A. Reeves

NOTED ON CARD
1-6-49 gl

RECEIVED
DEC 30 1949
FOR FILING

124-4210

3203

December 29, 1949

The Aetna Casualty & Surety Co.
Portland Service Dept.
308 Yeon Bldg.
Portland 4, Oregon

Gentlemen:

Please be advised that State Highway Contract No. 3203, covering construction of the Tumnel Creek Bridge on the North Santiam Highway in Marion County, has been completed by the contractor, R & M Construction Co., and that final payment in the amount of $1,121.61 will be made on or after January 9, 1950.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $8,249.48, and that no force account work was performed on the project. This contract was completed on October 26 and accepted by the Commission on December 19, 1949.

This notice is sent to you because you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Mr. O. Cyrus Bishop
319 Yeon Bldg.
Portland 4, Oregon

NOTED ON CARD
12-29-49, gl

RECEIVED
NOV 10 1949
FOR FILING

124-42-10
3203

November 9, 1949

Request for extension of time
No. 1
December 19 and 20 meeting

State Highway Commission

Gentlemen:

Re: Tunnel Creek Culvert
Contract No. 3203
H. & H. Construction Company,
Contractor

Herewith copy of an application for extension of time from the contractor for the Tunnel Creek culvert on the North Section Highway in Marion County. The specified completion date on this culvert was October 15, 1949. The culvert was complete at that time with the exception of cleaning up the site, and all work was completed on October 26.

In view of the fact that this project only went over the time limit by eleven days and that no engineering costs were incurred during this period, it is recommended that the extension be granted without penalty to the contractor.

This is a State Project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attached

GSPiga
cc H. B. Glaisyer
R. H. Baldock
W. C. Williams
O. S. Paxson

RECEIVED
SEP 1 1949
FOR FILING

124-4210

3203

September 1, 1949

R. & M. Construction Co.
12 Main Street
P. O. Box 1673
Central Point
Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3203, which was awarded to you on August 1, 1949 by the State Highway Commission, covering the Tunnel Creek Bridge on the North Santiam Highway in Marion County.

An executed copy of the above contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

Recorded 9/1 3 C

RECEIVED
AUG 3 1949
FOR FILING

124-42.10

3203

August 3, 1949

B. & M. Construction Co.
c/o John B. Robison
P. O. Box 1673
Central Point, Oregon

Gentlemen:

The State Highway Commission on August 1, 1949, awarded you the contract for construction of a reinforced concrete box culvert at Tunnel Creek, M. P. 39.08, on the North Santiam Highway above Detroit, Marion County. This award was based on your low bid of $9,855 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

STATE HIGHWAY COMMISSION

Secretary

cc

cc - Mr. S. E. Probert
Mr. C. S. Pearson

26-1094 Front Ave. (Ash St.-Alder St.)1949
Sec. Pac. Hwy. West.

#3204

RECEIVED
FEB 9 1950
FOR FILING

F C Files

26-1094

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Feb. 6, 1950

SUBJECT: Request for release of warrants on final estimates.

To: Mr. H. B. Glaisyer
O-f-f-i-c-e

	Vou. #	Cont. #	Est. #	Name	Am't.	Wt. #	Note
1.	1136	3204	4 & 5-final	Western Golf Course Supply Co	551.21	368159	
2.							

3. Completed Nov. 28, 1949

4. Accepted Dec. 19, 1949

5. Time Extensions None Needed

6. Claims None of record

7.

Remarks:

8. Ok to release warrant immediately

9.

10.

11.

12.

ACCOUNTING DIVISION

By _____
Bookkeeping Dept.

Approved _____
Secretary

Warrant mailed _____ 1950

FORM E-30 1M 6-48 32450

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Feb. 6, 1950

SUBJECT: Request for release of warrants on final estimates.

To: Mr. H. B. Gleisyer
O-f-f-i-c-e

	Vou. #	Cont. #	Est. #	Name	Am't.	Wt. #	Note
1.	1136	3204	4 & 5-final	Western Golf Course Supply Co	551.21	368159	
2.							
3.							

4. Accepted _____

5. Time Extensions _____

6. Claims _____

7. Remarks:

8.

9.

10.

11.

12.

ACCOUNTING DIVISION

By _____
Bookkeeping Dept.

Approved _____
Secretary

Warrant mailed FEB 8 1950 _____ 1950

2-8-50 gf

RECEIVED
JAN 20 1950
FOR FILING

26-1094
3204

January 19, 1950

Glens Falls Indemnity Co.
Pacific Coast Department
Mills Tower
San Francisco, California

Gentlemen:

Please be advised that State Highway contract No. 3204, for landscaping on the Front Avenue (Ash St.-Alder St.) Section of Pacific West Highway in Multnomah County, has been completed by the contractor, Western Golf Course Supply Co., and that final payment in the amount of $551.21 will be made on or after January 30, 1950.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $7,759.28, of which amount $[illegible] represents force account items. This contract was completed November 28 and accepted by the Commission December 19, 1949.

This notice is sent to you as you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Jewett,Barton,Leavy and Kern
Lewis Building
Portland 4, Oregon

NOTED ON CHRON
1-19-50, gl

RECEIVED
JAN 18 1950
FOR FILING

F-1 K

26-10 94
3204

January 13, 1950

Mr. H. G. Bowes
Commissioner of Public Works
Portland, Oregon

Dear Commissioner Bowes:

Reference is made to my letter of December 26, 1949, advising of the completion of the irrigation system, seeding and planting contract for the 4th Street-Sellwood Street Section of the Front Avenue Project.

Two copies of the corrected irrigation system plan promised in that letter are attached hereto for your information and files.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
First Assistant State Highway Engineer

Attachments 2

cc: Mr. A. G. Shelton
Mr. H. G. Smith
Mr. M. H. Arbrup

MHA:be

RECEIVED
DEC 29 1949
FOR FILING

36-7024
3204

File

December 28, 1949

1575

Mr. H. A. Bowen
Commissioner of Public Works
Portland, Oregon

Dear Commissioner Bowen:

Please be advised that all work on the irrigation system, seeding and planting contracts for the Ash Street-Alder Street Section of the Front Avenue Project, Pacific Highway West, is completed and has been accepted by the State.

Accordingly, the contractor's responsibility for maintenance has terminated and it is requested that the City take over the maintenance of the area in accordance with its agreement and Mr. C. P. Keyser's letter of June 17, 1949.

Two copies of the corrected irrigation system plan for the Ash Street-Alder Street Section will be forwarded you as soon as they can be prepared.

Very truly yours,

H. H. Baldock
State Highway Engineer

By

H. C. Williams
Assistant State Highway Engineer

cc Mr. A. G. Skelton
Mr. H. G. Smith
Mr. M. H. Artrup

RECEIVED
DEC 1? 1949
FOR FILING

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 7, 1949

SUBJECT:

To: Mr. W. C. Williams
Assistant Highway Engineer
O F F I C E

NOTED
W. C. WILLIAMS

The draft of reply requested in assignment slip #1575, attached to Assistant Division Engineer Young's letter of November 30, reporting the completion of the Ash Street-Alder Street Landscaping Project and requesting that the city be so notified is being held up temporarily.

Employees of the contractor pruned back the tops of eight of the trees planted and the contractor has been notified by Resident Engineer Barbee to replace these trees. As soon as notification of this replacement has been received, the requested draft to the city of Portland will be prepared and forwarded to you.

Mark H. Astrup

Mark H. Astrup
Landscape Engineer

MHA:be

ASSIGNMENT No. 1575 WCW

DESCRIPTION: F. T. Young's letter of 11-30-49 re Ash Street-Alder Street Project, stating it is ready to turn over to City of Portland for maintenance

DATE: 12-6-49

ASSIGNED TO: Astrup ✓

- ☐ Investigation and report to this office
- ☐ Reply direct with copy to this office
- ☐ Return with drafted reply
- ☐ Comment or recommendation and return to this office
- ☐ Investigation and such action as is necessary
- ☐ Please prepare reply for my signature
- ☐ Assignment executed Date 27 Dec 49 WCW

Return with drafted reply (yellow paper; double spaced).

REPORT RECEIVED:

REMARKS: 12-28-49 mc

PLEASE RETURN TO WCW
W. C. WILLIAMS
FOR FILING

FORM E-20 2SM 6-49 32902

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
November 30, 1949

SUBJECT: Ash Street-Alder Street Project
Prefix 26-1094

To: Mr. H. G. Smith
Construction Engineer
State Highway Department
Salem, Oregon

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Dear Sir:

The Western Golf Course Supply Company has completed all work in connection with their landscape contract on the Front Avenue project between Ash Street and Alder Street, contract No. 3204.

This project is now ready to turn over to the City of Portland for maintenance, and they should be so notified. The areas involved lie between Ash Street and Alder Street and between Front Avenue and Harbor Drive.

Yours very truly,

F. T. Young

F. T. YOUNG
Assistant Division Engineer

FTY:w

RECEIVED
W. C. WILLIAMS

RECEIVED
DEC 1 1949
PORTLAND, OREGON

Williams

RECEIVED
DEC 15 1949
FOR FILING

26-1094

3204

December 15, 1949

Glens Falls Indemnity Co.
Pacific Coast Dept.
Mills Tower
San Francisco, Calif.

Gentlemen:

You are advised of the intention of the State Highway Commission to release to Western Golf Course Supply Co. a portion of the funds that heretofore have been retained by the Commission, in connection with contract No. 3204 for landscaping on the Front Avenue (Ash St.-Alder St.) Section of the Pacific West Highway in Multnomah County. This payment, which is in the amount of $614.72, reduces the retained percentage to $500 lump sum. The present payment to the contractor will be made on or after December 26, 1949.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is sent to you as you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Jewett, Barton, Leavy and Kern
Lewis Building
Portland 4, Oregon

NOTED ON CARD
12-15-49 gl

Form E-1—Std—7-49

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending December 3, 1949

Section Front Avenue (Ash St. - Alder St.)

Kind of work Landscaping

Highway Pacific West

Section prefix 26-1094

Contractor Western Golf Course Supply Company

Contract number 3804

Date of contract Aug. 1, 1949

Date of completion Nov. 30, 1949

Date work started Aug. 10, 1949

Estimated date of completion Nov., 19

Amount of contract . . . . . $ 7,233.15

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering . . . . . $ 8,666.47

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date $ 408.95, 81.79 %

Date project was completed November 28, 1949

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Project completed on November 28th.

Final estimate 90% complete; will complete estimate as soon as contractor submits force bill for adjusting manholes.

H. W. LIBBY

NOTED

E. M. [illegible]TH

Signed H. J. Bunker

Address P.O. Box 4644 Portland 2, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheep-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
DEC 13 1940
OFFICE OF
CONSTRUCTION ENGINEER

State Printing Dept.

RECEIVED
AUG 22 1949
FOR FILING

26-1094
3204

August 22, 1949

Western Golf Course Supply Co.
1006 S. E. Hawthorne Blvd.
Portland, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3204, which was awarded to you on August 1, 1949 by the State Highway Commission, for landscaping on the Front Avenue (Ash St.-Alder St.) Section of the Pacific Highway West in Multnomah County.

An executed copy of this contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

Recorded

RECEIVED
AUG 3 1949
FOR FILING

26-1094

3204

August 3, 1949

Western Golf Course Supply Company
1006 S. E. Hawthorne Boulevard
Portland, Oregon

Gentlemen:

The State Highway Commission on August 1, 1949, awarded you the contract for landscaping three areas on the Front Avenue (Ash Street-Albert Street) Section of the Pacific Highway West in Portland, Multnomah County. This award was based on your low bid of $7,233.25 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

ee

cc - Mr. S. H. Probert
Mr. Mark Astrup

RECEIVED
FOR FILING

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
BEN R. CHANDLER, MEMBER
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

OREGON STATE HIGHWAY COMMISSION

OFFICE OF T. H. BANFIELD, CHAIRMAN
4784 S. E. 17TH AVENUE
PORTLAND, OREGON

July 12, 1949

NOTED

Mr. George W. Friede
710 Cascade Building
Portland 4, Oregon

Dear Mr. Friede:

Thank you for your letter of July 7 regarding the landscaping of Front Avenue. The Highway Commission will try to do a good job of landscaping with grass, shrubs, etc.

As to the trees which you speak of decorating the streets and riverbanks of various European cities, I have visited them several times and believe they are some of the outstanding spots to be seen in Europe. However, I question the willingness of the City of Portland to take care of these trees after they were planted. For the present, low shrubbery and grass will have to suffice.

I am not a landscape engineer or a gardener, but from my experience in public work over a period of years, I find that no two people agree very easily on what should or should not be done in a matter of landscaping one plot or another, but at least we will have something green.

Kind personal regards.

Yours very truly,

T. H. BANFIELD
Chairman

THB:eja

cc: Mr. R. H. Baldock
Mr. Ben R. Chandler
Mr. Charles Reynolds

REFERRED TO
Mark Hatfield
By Chief Draftsman
Please make
4 file.

GEORGE W. FRIEDE
ATTORNEY AT LAW
710 CASCADE GEDEON BUILDING
520 S. W. SIXTH AVENUE
PORTLAND 4, OREGON
BROADWAY 3784

July 7, 1947.

Oregon State Highway Commission,
c/o Mr. T. H. Banfield, Chairman,
Salem, Oregon.

Gentlemen:

I wish to commend your decision to landscape and make attractive the parking strips between the harbor wall and Front Avenue along the Willamette River in Portland, as reported in last Sunday's Journal. I have long thought it to be most unfortunate that the area along the river, which constitutes, so to speak, the very core of this City, should be so unattractive and almost repulsive. Not only will such beautification encourage the holding of regattas and water carnivals in the area which is the most available to the greatest number of people, but it should encourage the public at all times of the year to make a promenade of the area along the sea wall from which there are almost always many interesting things of life and color to observe.

I have, however, a suggestion to make: Many of us who served, as I did, during the recent War in the European Theater were amazed at the striking and beautiful impression given by the trees along the river banks in great cities. I specifically recall such panoramas in Paris along the Seine, beside the Neckar in Stuttgart where I was stationed for more than a year, and in some of the English provincial communities. I also understand that Budapest which until its destruction was termed by many the second most beautiful city of Europe, was famed for its trees along the Danube. Recently in the Oregon Journal I read a letter from Mr. Marshall Dana written from Paris in which he commented on the charm of the horse chestnut trees along the river bank there without, apparently, realizing that horse chestnut trees would grow just as well and beautifully in Portland along the Willamette if they should ever be planted here. Envision a row or double row of such trees the entire length of the sea wall. Such a line would give our city, both as viewed in perspective from the water or the East Side or intimately by those utilizing the promenade, a distinctiveness and charm almost unequalled in the United States. I can recall only two American cities with anything similar - Boston, along the Charles, and the palm lined waterfront at San Diego. Nor do I believe that either the planting or the upkeep of the trees would entail an expense much greater, if at all, than the landscaping which you are already pursuing.

This letter is, of course, not to criticize you, but to encourage you, having taken one good step to proceed further to another which would really realize for the area its possibilities and which would also be one more step in cleaning up the waterfront and capturing some of its so far wasted potentialities as a center of public enjoyment and pleasure.

Yours very respectfully,

George W. Friede

George W. Friede

GWF:hm

327-1704 Dallas (Levens Street) 1949
Paving Project
#205

September 30, 1949

Mr. W. Blackley
City Recorder
Dallas, Oregon

NOTED
J. W. CATTRALL

Dear Sir:

Contract No. 3205 with United Contracting Company for paving Levens Street from Elendale Avenue to the north end of the Rickreal bridge was completed September 7, 1949, and accepted by the Highway Commission on September 21, 1949.

Under the terms of the agreement between the Highway Commission and the City of Dallas, dated July 20, 1949, the City assumes the maintenance of and continues jurisdiction over the above city street as of the date of completion, September 7, 1949.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Acting Engineer,
County and City Relations

RHP:MM

NOTED
Harold C. Ayers

RECEIVED
OCT 6 1949
FOR FILING

327-1704

3205

September 21, 1949

American Surety Co. of New York
David A. Lewis, Ass't. Manager
725 Yeon Bldg.
Portland 4, Oregon

Gentlemen:

You are advised of the intention of the State Highway Commission to make semi-final payment to The United Contracting Co., on contract No. 3205, for paving on the Dallas (Levens St.) Section in Polk County. This payment, in the amount of $7,612.50, will be made on or after October 1, 1949. The retained percentage is $500.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

gl

Secretary

NOTED ON CARD
9-21-49 gl

RECEIVED
SEP 29 1949
FOR FILING

327-1704

3205

September 29, 1949

American Surety Co. of New York
David A. Lewis, Ass't. Manager
725 Yeon Bldg.
Portland 4, Oregon

Gentlemen:

Please be advised that State Highway Contract No. 3205, for paving on the Dallas (Levens St.) Section in Polk County, has been completed by the contractor, The United Contracting Co., and that final payment in the amount of $500 will be made on or after October 10, 1949.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $8,312.50, and that no force account work was performed on the project. This contract was completed on September 7 and accepted by the Commission on September 21, 1949.

This notice is sent to you as you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

el

NOTED ON CARD

9-29-49 gl

Form E-1—SM—1-48

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 10, 1949

Section Dallas (Levens Street)

Highway City Streets

Contractor The United Contracting Co.

Date of Contract August 1, 1949

Date work started August 30, 1949

Amount of contract $ 8,312.50

Estimated cost of completed project, exclusive of engineering $ 8645.00

Per cent of contract completed, based on total contract price 100.00 %

Engineering cost to date $ 506.75, 101.60 %

Kind of work Paving

Section prefix 327-1704

Contract number 3205

Date of completion Sept 8, 1949

Estimated date of completion Sept 15, 1949

Per cent of time elapsed 84.78 %

Date project was completed Sept. 8, 1949

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Completed Paving Sept 2. Total Tons laid 950

Completed blading and rolling shoulders Wednesday.

Completion date. Job accepted by Engineer Sept 8, 1949.

Third Notification (date Sept 8, 1949) submitted to Mr. Eason Sept 9.th.

Semi Final submitted Sept. 9, 1949 to Division office.

NOTED
H. W. LIBBY

Signed J F McLee

Address

NOTED
E. M. BOOTH

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	Preparation of base	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		0.22			0.22
Miles partially completed					
Miles completed		0.22			0.22
Total estimated quantities					950 Tons
Estimated quantities moved or placed to date					950 Tons
Average daily quantities					316
Average daily quantities necessary to complete project on time					
Number shifts per day		1			1
Hours per shift		8			8
Average force on project for week					20

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders .....1....., Rollers .....3....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers .....1....., Sheep-foot rollers .....Paying Plant.....,Broom . . ..1....., Trucks . 5.....

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Showers	Fair	
Tuesday	Fair		
Wednesday	"		
Thursday			
Friday			
Saturday			

RECEIVED
AUG 24 1949
FOR FILING

327-1724
3205

August 24, 1949

The United Contracting Company
P. O. Box 5075
Portland 13, Oregon

Gentlemen:

We enclose herewith for your records and files a fully executed copy of Contract No. 3205, which was awarded to you on August 1, 1949, by the State Highway Commission, covering the paving of Lovejoy Street in the city of Dallas.

An executed copy of the above contract is also being sent to the surety on your bond.

Respectfully yours,

Secretary,
OREGON STATE HIGHWAY COMMISSION

fm

Enc.

FORM H-00 1M 8-48 20483

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 11, 1949

SUBJECT:

To: Mr. S. H. Probert
Office

I hand you herewith for further handling, an approved copy of an "Option for Cooperative Construction Project" in the city of Dallas, particularly covering improvement of Levens Street from Elendale Avenue to the north end of the Rickreall Creek Bridge, a distance of approximately 0.22 mile.

The original copy of this option has been retained in Mr. Glaisyer's office for the Commission's files and a copy has been mailed to the City Recorder of Dallas.

L. H. Warfield
Staff Engineer

LHW/gd
cc: John Cattrall
F. D. Eason
M. H. Hawke

NOTED
J. W. CATTRALL

RECEIVED
AUG 11 1949
ENGINEER
COUNTY & CITY RELATIONS

$250,000 Allocation
1949

OPTION FOR COOPERATIVE CONSTRUCTION PROJECT
(City of Dallas)

In consideration of the preliminary plans, surveys and studies by the State of Oregon, by and through its State Highway Commission (hereinafter referred to as "State"), relating to the improvement, construction, reconstruction, maintenance or repair of the following described street:

> Lovens Street from Glendale Avenue to the north end of the Rickreall Creek Bridge, a distance of approximately 0.22 miles,

all being within the corporate limits of the City of Dallas, and in further consideration of the benefits and advantages which the governing body of the City of Dallas feels will enure to the City (hereinafter referred to as "City"), should a project be undertaken for the construction and improvement of said streets, and as an inducement for the State to allocate to City, funds from the $250,000 appropriation under the provisions of Chapter 425, Oregon Laws 1947, and amendments thereto, City does hereby offer to State, and if the State should accept the within offer, agrees to cooperate in a project for the improvement, construction or repair of said street on the following terms and conditions:

1. PROJECT: The proposed project is set forth on the city map attached hereto and by this reference made a part hereof, and shall consist of the following:

> Construct asphaltic concrete base and wearing surface 5" thick and 24' wide on existing rock base.

2. RIGHT OF WAY AND EASEMENTS: City will provide, without cost to the State, all necessary or proper rights of way and easements for the project.

3. UTILITIES, RELOCATION: City shall, at its sole cost, relocate or reconstruct, or cause to be relocated or reconstructed, all water, sewer, gas, electric or other utility conduits or poles now within the highways or streets, in conformity with the proposed plans and ultimate requirements of the project.

4. CONSTRUCTION: State shall, when in its judgment the public interest would be best served thereby, by contract, or other means, in its discretion, construct or reconstruct the said street. Upon the completion of the project, the City shall assume the maintenance of the street. It is recognized by City that the State's participation in the project is as a means of aiding the City, and shall, in no manner, be construed as an assumption of jurisdiction over said street, or an assumption of maintenance thereof.

5. COMMENCEMENT AND DESIGN: The date upon which the construction of the project shall commence, the design of the street, and all other construction details shall be committed exclusively to the jurisdiction, discretion and judgment of the State.

6. COSTS: The cost of the construction as listed under Article 1, PROJECT, shall be borne by the State and is presently estimated to cost $10,000.

7. City agrees that the amount expended by State as the cost of the within project shall be deemed an allocation and distribution to the

City within the meaning of Section 3 of Chapter 425, Oregon Laws 1947, and amendments thereto.

8. City agrees that it will, upon the completion of this agreement, when changes are made in existing street grades, proceed to establish the street grades, as revised, in accordance with the city charter and city ordinances.

9. State shall have the irrevocable right to exercise or accept the within offer for a period of sixty (60) days from the date hereof. State may accept the offer herein by the passage of a resolution accepting said offer, and by notice of such resolution given over the signature of its secretary and addressed to the City and its governing body.

10. Regardless of any act or acts of its officers, agents or employes, State shall be under no obligation to City until such time as it has formally accepted the within offer.

Dated this 26th day of July, 1949.

APPROVED:

Chief Counsel, Oregon State Highway Commission

CITY OF DALLAS, by its governing officers

By Hollis Smith
Mayor

By L. Blackley
Recorder

APPROVED:

State Highway Engineer

Accepted by Oregon State Highway Commission August 1, 1949
(date)

Notice given to City August 10 1949
(date)

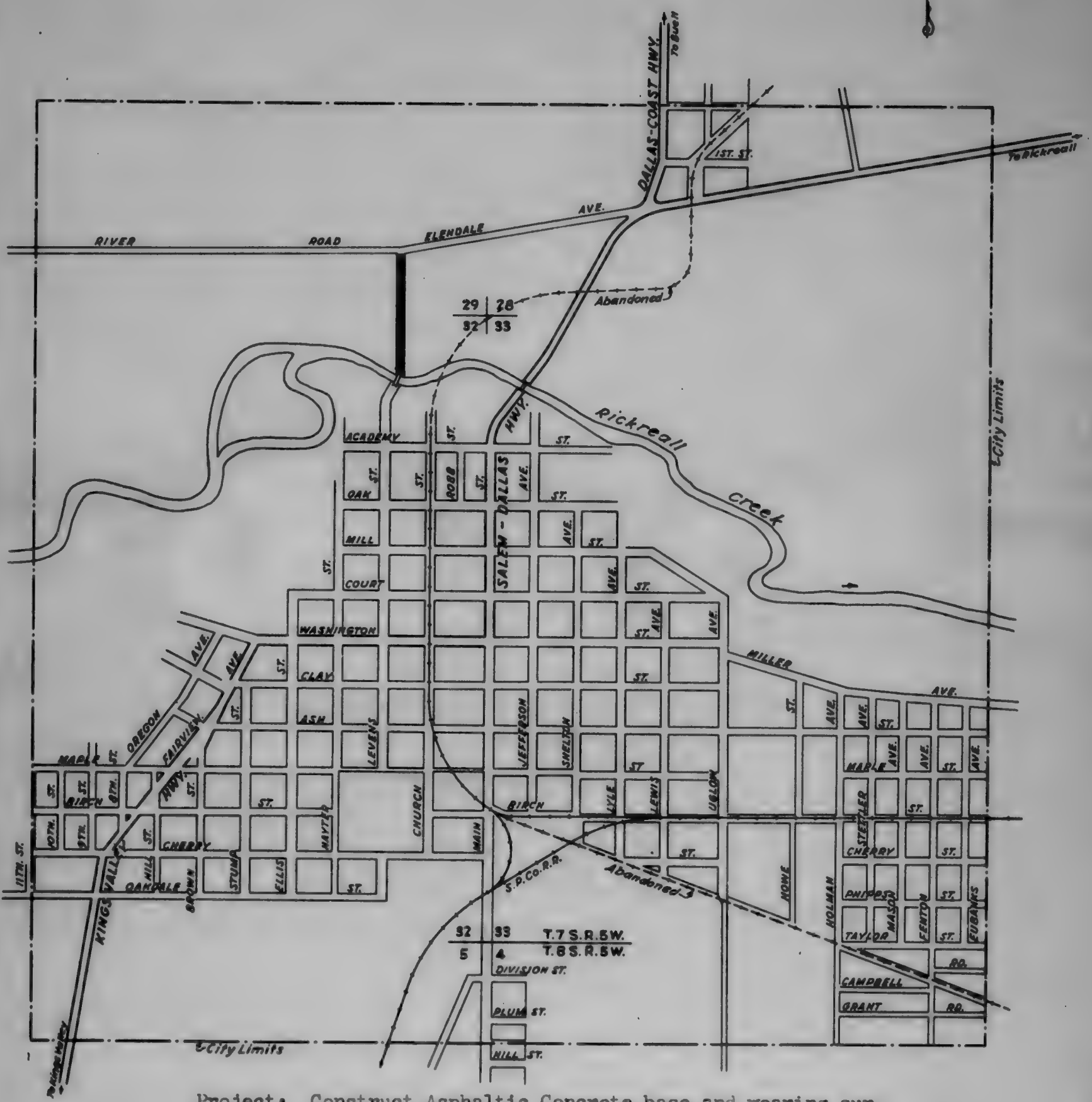
APPROVED BY [illegible] Commission

DATE August 1, 1949

Secretary

3.

DALLAS



Project: Construct Asphaltic Concrete base and wearing surface 5" thick and 24' wide on existing rock base within limits of project as shown in red.

MAILED
J. W. CATTRALL

Dallas
2 sent
1949

August 4, 1949

Mr. W. Blackley
City Recorder
Dallas, Oregon

Dear Sir:

On August 1, the State Highway Commission awarded Contract No. 3205 for paving of Levens Street in the City of Dallas to the United Contracting Company of Portland. This contract calls for completion of the work to be done not later than September 15, 1949.

Your attention is called to that portion of the agreement between the City of Dallas and the State Highway Commission which provides that the City will establish the street grades as revised.

Enclosed please find a copy of a description of the center line finished grade accompanied by a sketch and profile map. This description may be incorporated into a resolution or ordinance, whichever the City Charter provides.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Acting Engineer,
County and City Relations

JFE:MM
Encl.

NOTED
Harold C. [illegible]

CITY OF DALLAS

LEVENS STREET FROM ELLENDALE AVENUE TO RICKREALL CREEK

Description of Center Line Finished Grade (U.S.G.S. Datum):

Beginning at elevation 353.01 at highway engineer's survey station 0+00 at the north end of the project 847.25' northerly from the center line of Walnut Street, where the same is intersected by the center line of Levens Street; thence on a 100' vertical grade curve to elevation 350.79, at highway engineer's survey station 1+00, 747.25' northerly from the center line of Walnut Street, where the same is intersected by the center line of Levens Street; thence to elevation 344.79, at highway engineer's survey station 2+50, 597.25' northerly from the center line of Walnut Street, where the same is intersected by the center line of Levens Street; thence on a 250' vertical grade curve to elevation 332.29, at highway engineer's survey station 5+00, 347.25' northerly from the center line of Walnut Street, where the same is intersected by the center line of Levens Street; thence to elevation 320.29, at highway engineer's survey station 7+00, 147.25' northerly from the center line of Walnut Street, where the same is intersected by the center line of Levens Street; thence on a 250' vertical grade curve to elevation 314.41, at highway engineer's survey station 8+47.25, at the center line of Walnut Street, where the same is intersected by the center line of Levens Street; thence continuing on a 250' vertical grade curve to elevation 313.82, at highway engineer's survey station 9+50, 102.75' southerly from the center line of Walnut Street, where the same is intersected by the center line of Levens Street; thence to elevation 315.68, at highway engineer's survey station 11+78.45, at the south end of the project, 331.2' southerly from the center line of Walnut Street, where the same is intersected by the center line of Levens Street.

7-18-49

RECEIVED
AUG 3 1949
FOR FILING

327-1704

3205

August 3, 1949

The United Contracting Co.
P. O. Box 5075
Portland 13, Oregon

Gentlemen:

The State Highway Commission on August 1, 1949, awarded you the contract for paving on Levens Street in the City of Dallas, Polk County. This award was based on your low bid of $8,312.50 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

cc

cc - Mr. S. E. Probert

1

250,000 Fund
(49)

Dallas 7-16-49

Preliminary Estimate

Levens Street - from Glendale Avenue to bridge across Bureau Creek

0.22 miles 24' width 5" Asphaltic Concrete

1165 lin. ft 27960 sq ft. x .03040
850 tons +16 tons intersection 866 tons +10%

953 tons @ 9.00	$8577.00
Grade preparation	300.00
	8877.00
10% Engr & Cont.	887.70
	$9764.70
Preliminary Engr.	235.30
Total Cost of project.	$10,000.00

Bid $8,312.50
Unit Cost. Final Cost $8938.03

DALLAS

Scale 0 800 1600

Rev 8-29-49

2-2-49

DALLAS

ROUGH PRELIMINARY ESTIMATE

Levins Street - Elendale Avenue to and including bridge

38' - street - 24' of 4" thickness asphaltic concrete

Item	Quantity	Unit Price	Total
Excavation	2600 c.y.	$ 2.00	$ 5,200.00
Embankment	2572 c.y.	3.00	7,716.00
Base rock (3"-0)	2903 c.y.	2.65	7,693.00
Base rock (3/4"-0)	484 c.y.	4.00	1,936.00
Sprinkle	60 M gal.	5.00	300.00
Grade preparation	(all)	(lump)	200.00
Asphaltic concrete	964 tons	10.00	9,640.00
Bridge	(all)	(lump)	16,500.00

Estimated cost of construction	$ 49,185.00
10% eng. and contingencies	4,918.50
Estimated preliminary engineering	750.00
Estimated cost of project	$ 54,853.50

$55,000.00

38' - street - 38' of 4" thickness A.C., curbs, drainage etc.

Item	Quantity	Unit Price	Total
Asphaltic concrete	1525 tons	$10.00	$ 15,250.00
Excavation	2600 c.y.	2.00	5,200.00
Embankment	2572 c.y.	3.00	7,716.00
Base rock (3"-0)	2903 c.y.	2.65	7,693.00
Base rock (3/4"-0)	484 c.y.	4.00	1,936.00
Sprinkle	60 M gal.	5.00	300.00
Grade preparation	(all)	(lump)	200.00
Catch basins	12 each	75.00	900.00
Concrete pipe	1130 l.f.	2.00	2,260.00
Struct. excavation	630 c.y.	4.00	2,520.00
Concrete curbs	140 c.y.	55.00	7,700.00
Bridge			16,500.00

Estimated cost of construction	$ 68,175.00
10% eng. and contingencies	6,817.50
Estimated preliminary engineering	1,000.00
Estimated cost of project	$ 75,992.50

$76,000.00

-Dallas-

2-2-49

Rough Preliminary Estimate

Levins Street - Glendale ave to and including Bridge.

38'- street - 24' of 4" thickness asphaltic Concrete

	Excavation	2600 cuyds	@ $2.00	$5200.00
	Embankment	2572 Cuyds	@ 3.00	7716.00
12"	Base rock (3"-0)	2903 Cuyds	@ 2.65	7693.00
2"	Base rock (¾"-0)	484 Cuyds	@ 4.00	1936.00
	Sprinkle	60 M Gal	@ 5.00	300.00
	Grade preparation	all	lump	200.00
	Asphaltic Concrete	964 tons	@ 10.00	9640.00
	Bridge	all	lump	16500.00
		Estimated Cost of Construction		$49,185.00
		10% engineering & Contingencies		4918.50
		Estimated preliminary engineering		750.00
		Estimated cost of Project		$54,853.50
		$55,000.00		

38'- Street - 38' of 4" thickness A.C., Curbs, drainage etc.

Asphaltic Concrete	1525 tons	@ $10.00	$15250.00
Excavation	2600 Cuyds.	@ 2.00	5200.00
Embankment	2572 Cuyds.	@ 3.00	7716.00
Base rock (3"-0)	2903 Cuyds.	@ 2.65	7693.00
Base rock (¾"-0)	484 Cuyds	@ 4.00	1936.00
Sprinkle	60 Mg	@ 5.00	300.00
Grade preparation	all	lump	200.00
Catch Basins	12 ea.	@ 75.00	900.00
Concrete Gutter	1130 lin ft.	@ 2.00	2260.00
Street Excavation	630 Cuyds.	@ 4.00	2520.00
Concrete Curbs	140 Cuyds.	@ 55.00	7700.00
Bridge			16500.00
	Estimated Cost of Construction		$68,175.00
	10% Engineering & Contingencies		6817.50
	Estimated Preliminary Engineering		1000.00
	Estimated Cost of Project		$75,992.50

$76,000.00

12 6 12

Dallas 2-2-49

Mr. Lindley says he figures County & City together would do all Construction work to prepare street for asphaltic course. Slate to place Asphaltic Concrete only.

He intends to get material for embankment out of swimming hole, as he says city has to clear this out each year and figures there would be ample rock to Construct fill.

2-7-48

H Stewart dropped in Office and talked over Dallas Project. Gave him Copy of estimate and he believes the City would like to do all Construction work Outside of the laying of the Asphaltic Concrete pavement.

DALLAS

N
DALLAS-COAST HWY.
To Buell
1ST. ST.
To Rickreall
AVE.
ELENDALE
RIVER
ROAD
Abandoned
29
28
32
33
Rickreall
Creek
City Limits
ACADEMY
ST.
HWY.
OAK
ROSE
MILL
COURT
SALEM - DALLAS
AVE.
WASHINGTON
CLAY
ASH
LEVENS
JEFFERSON
SHELDON
MILLER
MAPLE
OREGON
FAIRVIEW
BIRCH
CHERRY
LYLE
LEWIS
UGLOW
CHURCH
MAIN
HAYTER
ELLIS
STUMP
BROWN
OAKDALE
HILL
VALLEY
KINGS
11TH. ST.
10TH.
9TH.
8TH.
S.P.Co.R.R.
Abandoned
HOWE
HOLMAN
STEELER
PHIPPS
MASON
FENTON
TAYLOR
FUBANKS
CAMPBELL
GRANT
RD.
32
33
T.7 S.R.5W.
5
4
T.8 S.R.5W.
DIVISION ST.
PLUM ST.
HILL ST.

Pope & Talbot sender over annual records show 40 trunk average per day over Elendale Ave

0.21

0.15

0.105

0.00

RIVER ROAD (WAS PAVED TO HERE LAST YEAR (1948))

Pavement thickness 0.04 mile

Sandbank

Ground

18'

14'

12'

8'

20'

17'

HOUSE

Lawn grass 18'x45'

Chain link fence

LEVENS ST.

0.31

RICKREALL CREEK

WALNUT AVE

ORCHARD

HARDER AVE

RAINBOW AVE

110'

66'

48'

21'-6"

18"-12" CPP

RIVER ROAD (Was paved to here last year (1948))

→ DALLAS ←

LEVENS ST.

HARDER AVE

RAIN BOW AVE

ORCHARD

House

Gravel

Pavement thickness 0.04 mile

18'x45'

18'

20'

14'

12'

9'

17'

22'

40'

12"

18"

21"

42"

6'

Concrete C/L

New face

Raise grade 1277 Cu yds

2745 cu yds
3,371
3,142
650
437
120
135
1900
2100
2595
2259
14554
Lee
25454

Not Improved

Not Improved

Rain Bow Ave

Not Improved

All specified crushed Quarry rock available 2.63 miles from center of proposed construction
Load by weight Std. average 2637 pounds.

	2½"-0	160 Ton
	1¼"-0	1.60 "
	1"-0	1.60 "
0.189	¾"-½"	200 "
	1¼"-¾	200 "
	½"-¼"	200 "
	¼"-0	200 "

Proposed-Raise grade from Levee to 1st house Left
approx. 127 lin ft. Rock retainment (see B.O. Johnson estimate)
Clean ditches. (see sht. B.O. Johnson has cross sections) provide drainage
place 3" asphaltic Concrete pavement 24' wide
Replace some Cross culverts
Install required driving culverts
extend culvert where required

Struct Exc	1200
Gen Exc culvert	2745
12" Conc Pipe (estimate)	
24" " " "	687
14" " " "	
24" SP "	
Install roadbed & slope	900
3" rock in base	
2" " " " shoulders	
Sprinkling	
place ¾" a.c.	

Rainbow Ave

Not Improved

Lumber Mill

House

250 1½ Conc Pipe

21'-12" conc pipe

18"-42" Conc Pipe

GRAVEL

24"

6'

12'

16'

18"-42" Conc Pipe

11'-6" from mill

Lumber Storage

ELENDALE-AVE.

40'-5"

"SHED"

18'

8" Conc Pipe

16'

13'-5"

28' of 24" Conc S.P.

51'-8" Conc Pipe

TT

Saw Mill

Machine Shop

ble Available
ground Construction
= 2637 pounds.

to Lot Lumber Left
ilment (Mr. B.O. Johnson estimate)
eature sheet. (Mr. B.O. Johnson)
y rock 24' wide
Johnson's cross sections) provide drainage
ets present 24' wide

1300
1145
687
900

GRAVEL

ELENDALE-AVE.

SHED

28'-4" 24" Conc. Pipe

51'-8" Conc. Pipe

GRAVEL

REMAINING MILL

250 1½ undisk

21'-12" conc. pipe

18'-12" Conc. Pipe

11'-6" pipe

10' from dump

20'-12" Conc. Pipe

18'-12" Conc. Pipe

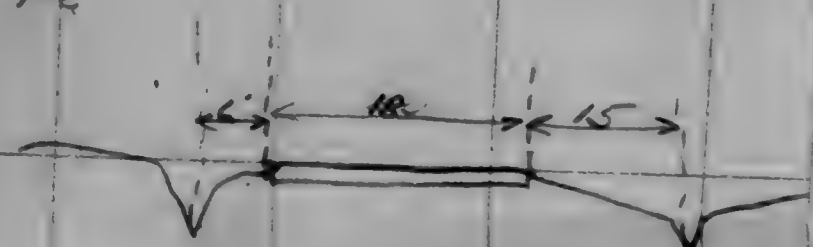
LUMBER STORAGE

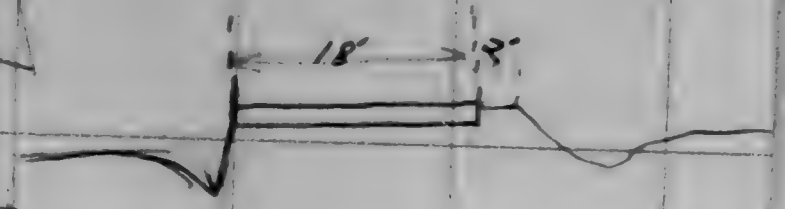
21'-12" conc. pipe

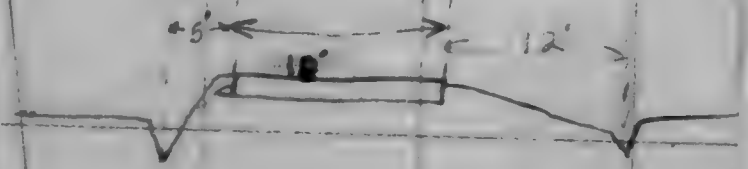
LUMBER STORAGE

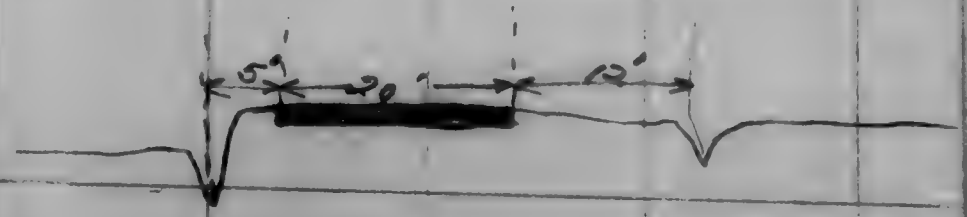
SAW MILL

MACHINE SHOP









Grade from Levee to 1st bench Left
[illegible] Rock embankment (Mr. B.O. Johnson estimate)
[illegible] Reinforce Center street. (Mr. B.O. Johnson)
[illegible] rock, 2" Clay rock 24" min. Le
[illegible] (See Mr. B.O. Johnson for cross sections) provide drainage
[illegible] 2" Reinforcing Concrete pavement 20' in width
[illegible] cross culverts
[illegible] driveway culverts
[illegible] culverts required

[illegible]	1300
[illegible] culverts	2145
[illegible] (estimate)	687
[illegible]	900
[illegible] shoulders	
24" Spiral [illegible] a.c.	

11'-6" [illegible]

"SHED

16'

28' of 24" Conc. S.P.

51'-8" Conc. Pipe

GRAVEL

22'

36' double 12' Conc. Pipe one plugged

SALEM - DALLAS HWY.

18'

12'

12'

8'

odmat

N DALE AVE.

STORAGE

SAW MILL

MACHINE SHOP

SHOP

SHOP STA.

DALLAS - COAST HWY

SALEM

...Left
...(Mr B.O. Johnson estimate)
...street. Own B.O. Johnson)
...rock 24' wide
...Johnson has cross sections) provide drainage
...pavement 24' wide

1200
745
687
900

DALE-AVE.

SHED

STORAGE

SAW MILL

MACHINE SHOP

28'± 24' 28'±

51'-8" Conc Pipe

GRAVEL

22

36' double 12" Conc Pipe one plugged

18'

12' admt

SEP STA.

SALEM-DALLAS HWY

DALLAS-SALEM

DALLAS-COAST HWY

5' 10' 12'

5' 20' 12'

4' 20' 100' MACHINED

12' 20' 17' S.W.

J.E. Thomas

Dallas Oct-8-1948

Investigation made to obtain data for preliminary estimate on Eldedale Avenue and Levens street as requested in the resolution for 1949 submitted by city of Dallas.

Eldendale Avenue is a continuation of Rios Road, which was rebuilt under the act in 1948, and carries heavy amount of log traffic and rock from quarry newly opened on Rios Road.

Levens St. cut from information gathered from residents along the East Carries some of the trucks from the rock quarry and some log and carriers

Pope & Talbot records show 40 log trucks a day over Eldedale.
Quarry records show 38 loads of rock . . . . . .

Crushed rock available at Quarry 2.63 miles from center of got any size required

Believe Eldendale and Levens qualify for improvement under the act.

Levens St. would not qualify as from information gathered from people living along street, show Levens street is not receiving excessive wear due to sudden increase in population in the area or heavy and unusual industrial traffic. Though street is in bad condition.

H.E.L.

R E S O L U T I O N No. 961

WHEREAS, Section 2 of Chapter 425, Oregon Laws 1947, provides:

"Beginning with the year 1947 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, Chapter 413, Oregon Laws 1945; section 115-528, O.C.L.A., in the event it becomes law; section 29 of house bill No. 175 of the forty-fourth legislative assembly, and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act; but in no event shall payment under this act be made to cities for any year unless more than $11,000,000 is credited to such fund, and allocations hereunder shall be made to cities only from any excess over $11,000,000 credited to such fund in any year",

and

WHEREAS, Section 3 of said act provides that:

"Such appropriation shall be allocated to the cities as follows: The sum of $250,000 shall be withdrawn from such appropriation and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said $250,000 shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities",

and

WHEREAS, the City of Dallas is an incorporated city of the State of Oregon, and has a population of 3579, as given by the latest official census, and

WHEREAS, the following streets of said city, Levens Street (from the bridge north to the Ellendale Avenue) and Ellendale Avenue (from Levens Street to the North Dallas intersection)

RESOLUTION No. 961

WHEREAS, Section 2 of Chapter 425, Oregon Laws 1947, provides:

"Beginning with the year 1947 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, Chapter 413, Oregon Laws 1945; section 115-528, O.C.L.A., in the event it becomes law; section 29 of house bill No. 175 of the forty-fourth legislative assembly, and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act; but in no event shall payment under this act be made to cities for any year unless more than $11,000,000 is credited to such fund, and allocations hereunder shall be made to cities only from any excess over $11,000,000 credited to such fund in any year",

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and

WHEREAS, the City of Dallas is an incorporated city of the State of Oregon, and has a population of 3579, as given by the latest official census, and

WHEREAS, the following streets of said city, Levens Street (from the bridge north to the Ellendale Avenue) and Ellendale Avenue (from Levens Street to the North Dallas intersection)

_____

_____

_____

_____,

are not a part or parts of the state highway system, but are streets of said city which are "receiving excessive wear through sudden increase in population in the area, ~~or~~ and heavy industrial traffic", and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement, and such city is without necessary funds with which to do said work,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit: _____

Levens Street (from the bridge north to the Ellendale Avenue) and Ellendale Avenue (from Levens Street to the North Dallas intersection)

_____

_____

_____

_____

_____,

are in need of repair, reconditioning and other major improvement.

2. That said streets are in their present state and condition of disrepair, by reason of a sudden increase in population in the area, or because of excessive and unusual industrial traffic, and the city is without the funds necessary to put said streets in proper condition for the traffic to which they are being subjected.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair and other improvement out of funds allocated and made available by and through

the said $250,000 appropriation of state highway revenues.

4. That the City of Dallas does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation.

Passed and approved this 4th day of October, 19 48

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- - - - - - - - - -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Dallas at a regular ~~xxxxxxxx~~ meeting of said council, held on the 4th day of October, 19 48 and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 4th day of October, 19 48

W. T. Blackburn
~~City Secretary~~
Auditor and Police Judge

Hollis Smith
Mayor

DALLAS

N
DALLAS-COAST HWY.
To Buena
1ST. ST.
To Rickreall
AVE.
ELENDALE
RIVER
ROAD
Abandoned
29
28
32
33
Rickreall
creek
City Limits
ACADEMY
ST.
OAK
ROSS
SALEM - DALLAS HWY.
AVE.
MILL
COURT
WASHINGTON
CLAY
ASH
LEVENS
JEFFERSON
SHELDON
LYLE
LEWIS
UBLON
MILLER
MAPLE
OREGON
FAIRVIEW
BIRCH
CHURCH
WAYTER
MAIN
HOWE
HOLMAN
STEITLER
CHERRY
PHIPPS
MASON
FENTON
EUBANKS
TAYLOR
CAMPBELL
GRANT
RD.
11TH. ST.
10TH.
9TH.
8TH.
HILL
OAKDALE
BROWN
STUIMA
ELLIS
KINGS VALLEY
S.P.Co.R.R.
Abandoned
32
33
T.7 S.R.5W.
4
T.8 S.R.5W.
DIVISION ST.
PLUM ST.
HILL ST.
To Kings Valley
City Limits

S-74(2) N. Unit, Enterprise-Forest Bdry. Sec., Enterprise-Lewiston Hwy. 1949

#3206

RECEIVED
JUL 1 - 1951
FOR FILING

874 (.1)
3&.6

July 10, 1951

Continental Casualty Company
465 California Street
San Francisco, California

Attention: Mr. George F. Finster

Gentlemen:

Reference is made to the claim of William L. Bennett against Russell Olson Construction Co. for work performed for Mr. Olson in connection with Oregon State Highway contracts. You will recall that Mr. Bennett's original claim was in the amount of $3,777.64.

I am now in receipt of a certificate from Mr. Bennett stating that the claim has been settled in full for the sum of $2,520.22. Attached is a copy of the statement.

A check of our records discloses no outstanding claims whatsoever against Mr. Olson's work with this department. It therefore will be in order for you to return to Russell Olson Construction Co. the collateral that was deposited with you as a guaranty for the payment of claims arising out of Mr. Olson's work. It is my understanding that this deposit is a check in the amount of $1,857.42.

Thank you for your attention in this matter, I remain

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ls
Enc.

cc: Russell Olson Construction Co.
F. A. Query
M. H. Hawke

2506

P. O. Box 272

R U S S E L L O L S O N

CONSTRUCTION CO.

Stangier Brothers Building

PENDLETON OREGON

July 6, 1951

Oregon State Highway Commission
Salem,
Oregon

Attention: Mr. H. B. Glaisyer

Gentlemen:

We enclose herewith copy of release signed by William L. Bennett releasing the Russell Olson Construction Co. and the State of Oregon against all claims of whatever nature.

The First National Bank of Fallon, Nevada, the party that obtained this release was instructed to forward this release to you, but in the event they have not done so we are sending a copy to you.

It will be greatly appreciated if you will notify the Continental Casualty Company, 465 California Street, San Francisco, California, Attention: Mr. George P. Finster that this matter has been settled and that they are therefor released on their bond running to the State of Oregon, the State Highway Commission, its Officers and its Agents.

This is necessary in order that we may obtain from the Continental Casualty Company the collateral deposited with them.

Yours very truly,

RUSSELL OLSON CONSTRUCTION CO.

By /s/ Russell Olson

R E C E I P T

THIS IS TO CERTIFY, That I have received from Russell Olson d. b. a. Russell Olson Construction Co. the sum of $2520. 22 in full settlement of all claims against Russell Olson, Russell Olson Construction Co. and the State of Oregon on account of work done by me on subcontract or otherwise for Russell Olson and the Russell Olson Construction Co.

DATED June 26, , 1951.

/s/ William L. Bennett
William L. Bennett

RECEIVED Bol Lock
MAY 21 1951
FOR FILING

May 9th, 1951

FINAL COST ANALYSIS

Enterprise-Leviston Highway — N. Unit, Enterprise-Forest Boundary
Prefix 32-1013-201(41) — Regrade, Rock and Oil — Contract #3206
8 74 (2)
Durbin Brothers, Contractor
J. C. Hiatt, Resident Engineer

3206 Item	Amount	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
Clear and Grub					$453.71	$4,000.00
St. Excavation, Unclass.	391.87	Cu. Yd.	$1.27	$3.00	499.20	1,175.61
Tr. " " "	392.76	" "	1.14	3.00	467.74	1,178.28
General Excav., Unclass.	72,225.5	" "	0.285	0.26	20,549.05	18,778.63
Short Overhaul	126,784.6	Yd. Sta.	0.022	0.02	2,828.80	2,535.69
Long "	3,175.3	C-Yd. Sta.	0.557	0.50	1,771.17	1,587.65
Finishing R/B & Slopes	5.85	Mile	516.68	500.00	3,022.61	2,925.00
Rounding Cutbanks	11,110	Lin. Ft.	0.186	0.15	2,066.46	1,666.50
18" Corr. Metal Pipe	6	" "	3.87	5.00	23.20	30.00
18" Concrete Pipe	261	" "	3.29	3.75	857.68	978.75
24" " "	216	" "	4.05	4.50	874.80	972.00
36" " "	408	" "	8.41	9.350	3,433.32	3,814.80
Salvaging Culvert Pipe	194	" "	0.89	2.50	177.66	485.00
Class "A" Concrete	23.97	Cu. Yd.	141.25	65.00	3,385.74	1,558.05
Metal Reinforcement	3,394	Lb.	0.197	0.13	668.62	441.22
*1½"-0" Rock in Subbase	19,418	Cu. Yd.	2.472	2.25	48,001.30	43,690.50
*4"-2" " " Base	12,779	" "	2.484	2.20	31,743.04	28,113.80
*3/4"-0" Rock in Base and Shoulders	7,152	" "	2.496	2.25	17,853.73	16,092.00
*Sprinkling	920	M/Gal.	2.30	3.00	2[illegible].40	2,760.00
Preparation of Base	5.85	Mile	150.00	150.00	877.50	877.50
*Furn. & Place Aggregates	4,095	Cu. Yd.	3.21	3.30	13,144.95	13,513.50
" " " 151-200 Asphalt	390.17	Ton	43.00	43.00	16,777.31	16,777.31
*3/4"-½" Cr. Rock in S.P.	937.6	Cu. Yd.	1.74	1.75	1,631.42	1,640.80
*½"-¼" " " " "	692	" "	1.74	1.75	1,204.08	1,211.00

RECEIVED
State Highway Engineer

Item	Amount	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
*¼"-0" Cr. Rock in S.P.	407.4	Cu. Yd.	$1.74	$1.75	$708.88	$712.95
*S.P. Screen Rejects on Road	2,146	" "	0.25	0.25	536.50	536.50
*S.P. Hauling Rejects	1,915	Yd. Mi.	0.12	0.12	229.80	229.80
*S.P. Screen Rejects in S.P.	568.1	Cu. Yd.	0.25	0.25	142.03	142.03
PA #1, Furnish & Install 12" Concrete Pipe	48	Lin. Ft.	1.84	2.00	88.32	96.00
PA #2, Cement Adjustment, Favor of Contractor	3.75	Bbl.	5.60	5.60	21.00	21.00
*State Purchase Order 3/4"-0" Cr. Rock	299.4	Cu. Yd.	1.47	1.50	440.12	449.10
*Rock Sold to Russell Olson for City Work	1,154	" "	1.47	1.50	1,696.38	1,731.00
					$178,287.52	$170,721.97

* Work done all or in part by Rush Construction Co.

	Total Cost	Gross Revenue	Profit	Loss	% Profit	% Loss
Durbin Brothers	$ 65,191.14	$ 69,840.68	$4,649.54		6.7	
Rush Const. Co.	113,096.38	100,881.29		$12,215.09		12.1
	$178,287.52	$170,721.97		$ 7,565.55		4.4

Detail of Cost

Durbin Brothers

Labor:

Supervision					$1,710.20	
Labor					14,363.65	
Labor Insurance					1,044.80	
						$17,118.65

Materials:

18" Corr. Metal Pipe	6	Lin. Ft.	at	$2.53	$ 15.18	
18" " " " Band	1	Each	"	3.70	3.70	
12" Concrete Pipe	48	Lin. Ft.	"	0.90	43.20	
18" " "	261	" "	"	1.90	495.90	
24" " "	216	" "	"	2.70	583.20	
36" " "	408	" "	"	5.35	2,182.80	
Metal Reinforcement	3,394	Lb.	"	0.0825	280.68	
Cement	43.75	Bbl.	"	5.40	236.25	
Form Wire					14.50	
						3,855.41

Equipment Rental and Miscellaneous:

Equipment Rental	$10,692.69	
Rented Equipment	160.38	
Gas, Oil and Grease	2,596.93	
Explosives	129.18	
Lumber	724.12	
Freight & Cartage	2,471.68	
Anti-freeze	305.64	
Telephone & Telegraph	96.85	
Oxygen	39.47	
Small Tools & Misc.	1,064.52	
Bond	1,030.00	
Home Office & General Overhead	903.56	
		20,215.02

Subcontract for Oiling $24,002.06

Total Cost $65,191.14

Detail of Cost

Rush Construction Company

Labor:		
Supervision	$2,154.50	
Labor	31,209.09	
State Industrial Accident Insurance	1,576.58	
Social Security & Unemployment Insurance	1,527.99	
		$36,468.16
Equipment Rental & Miscellaneous:		
Equipment Rental	$30,945.00	
Rented Equipment	11,849.15	
Rented Trucks	9,140.54	
Gas, Oil and Grease	8,329.30	
Freight	774.95	
Lumber	439.50	
Explosives and Drill Steel	4,475.07	
Small Tools & Misc.	3,609.13	
Bond	586.03	
Paid to Swaggert	4,243.22	
Home Office & General Overhead	2,236.33	
		76,628.22
Total Cost		$113,096.38

Remarks:

This was a "Federal Aid Secondary Project" calling for the regrading, rocking and oiling of 5.85 miles of highway roadbed, the construction of a 5' x 7' reinforced concrete box culvert and the furnishing of 2,000 cubic yards of crushed rock in stockpile. The contract was bid and awarded August 1st, 1949, work started August 15th, and was completed August 31st, 1950.

All items of grading were handled by the contractor with the crushing and placing of crushed rock being subcontracted to E. C. Swaggart, the placing of the aggregate and the furnishing and placing of asphalt to J. C. Compton and the building of the box culvert to a local concrete builder.

Grading equipment consisting of three D-8 tractors, two dozers, one 16 cu. yd. scraper, one 13 cu. yd. scraper, two tournapulls, one grader, one rooter, one flatbed truck, three pickups and miscellaneous small pieces of equipment was brought in by the contractor. The grading progress was slow due to the small amount of equipment and small crew, starting August 15th, and being completed December 10th. A very small profit was realized from the grading items and this profit was entirely from the clearing item which was greatly unbalanced.

A large loss was shown on the reinforced concrete and steel items. The local contractor obtained to build the structure proved to be very unsatisfactory and the labor bill alone amounted to slightly more than the bit items' revenue.

The crushing items and the placing of the crushed rock was subcontracted to E. C. Swaggart at a bid price $0.05 less than that bid by the contractor. Swaggart in turn subcontracted the items to the Rush Construction Company at a price of $0.09 less than he received.

The crushing contractor began crushing October 3rd, 1949, and completed December 12th, 1949. Considerable difficulty was experienced in obtaining sufficient rock suitable for crushing from the quarry, and due to the late start in crushing, there were considerable delays due to unsuitable weather conditions. Progress was slow, the crusher averaging 60.5 cu. yds. per hour working time for all types of crushed material.

The placing of the subbase and base rock were the most costly part of the project. Due to the inability of the contractor to prepare grade fast enough for the subcontractor, it was possible to place only about 1.5 miles of rock during 1949. To handle other jobs under contract the subcontractor moved all equipment off the project during December, as it was impossible to handle the rock on the grade during the winter months. Due to other work, the subcontractor hired equipment for hauling and placing rock and resumed operations in May of 1950. Inclement weather forced a shutdown and work was resumed July 19th. Surfacing was finally completed August 9th. Oiling was handled satisfactorily by the oiling subcontractor.

This project was fairly well handled, but low bid prices on grading, poor quarry, inclement weather and the inability of the crushing contractor to place the base rock during the current work year resulted in a loss.

E. H. Clymer
Cost Analyst

By . . C. E. Paulsen

RECEIVED
1 5 1951
FOR FILING

274(2)
3206

E. C. SWAGGART CO.

February 14, 1951

E. C. Swaggart Company
2592 Friendly Street
Eugene, Oregon

Gentlemen:

This is to acknowledge your letter of February 13 in which you make inquiry as to the status of Contract No. 3206, awarded to Durbin Brothers for grading and surfacing the North Unit, Enterprise-Forest Boundary section of the Enterprise-Lewiston Highway in Wallowa County.

This contract was completed August 31, 1950, and accepted by the Commission on November 9, 1950. United Pacific Insurance Company provided the performance bond for this contract, and their agent in this instance is Bryant G. DeBar, 88 - 10th East, Eugene, Oregon.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:chr

E. C. SWAGGART CO.
GENERAL CONTRACTOR
~~XXXXXXXXXXXXX~~
~~XXXXXXXXXXXXX~~
EUGENE, OREGON
2592 Friendly Street.

February 13, 1951.

Oregon State Highway Commission
Accounting Division
Salem, Oregon.

3206

Gentlemen:-

We would like to know the date of the final settlement on the contract which Durbin Bros. had for the construction of the Enterprise-Lewiston Highway.

We would also like to know the name and address of the Bonding company which was the surety for this contract.

We were subcontractors to furnish the crushed rock on this job but by a later arrangement Rush Construction Company of Enterprise did the work for us.

Yours very truly

E. C. Swaggart Company

by Lee Giddings
bookkeeper.

RECEIVED
FEB 14 1951
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

§ 74(2)
3206

February 5, 1951

Tinnemann, Bridgeford & Rainey
Insurance Brokers
333 Montgomery Street
San Francisco, California

Attention: F. C. Rainey

Gentlemen:

This is to acknowledge receipt of your letter of January 29, 1951, transmitting a check in the amount of $1,920.22 covering the claim of William E. Bennett against Russell Olson, arising out of state highway contract work in this state. We are holding it pending further developments.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ds

COPY

For Original See: 32-1111
3376

TIMMERMANN, BRIDGFORD & RAINEY
Insurance Brokers
333 Montgomery Street
San Francisco
GArfield1-7247

January 29, 1951

VIA AIR MAIL

COPY

Oregon State Highway Commission
Salem
Oregon

Attention: Mr. H. D. Glaisyer,
Secretary

Re: Russell Olson vs. William L. Bennett

Gentlemen:

Enclosed is certified check in the amount of $1,920.22 which Mr. Russell Olson has asked us to forward to you pending settlement of dispute between Mr. Olson and Mr. Bennett.

Very truly yours,

TIMMERMANN, BRIDGFORD & RAINEY

BY: /s/ Frank C. Rainey

FCR:EZ
Enclosure

CC: MR. RUSSELL OLSON

Check 37416 on Pendleton Br.
1st Nat. Bank of Portland
for $1,920.22 placed in safe.
1-31-51 F. Quarry

[illegible] 1951
FOR FILING

3206
3240
3320
3376

RUSSELL OLSON
Construction Co.
Stangier Brothers Building
Pendleton Oregon

January 27, 1951

COPY

Oregon State Highway Commission
Salem,
Oregon

Attention: Mr. H. B. Glaisyer, Secretary
Re: Claims of William L. Bennett

Gentlemen:

We have this day notified Tinnemann, Bridgford & Rainey of San Francisco to send you $1,920.22 which sum represented the amount at one time acknowledged to be due William L. Bennett. However, because of additional charge-backs we have against Bennett, the exact amounts of which are not known at this time, we would prefer to have you hold this money pending determination of the final amount due Bennett.

We trust that this procedure will be as satisfactory to you as the alternative outlined in your letter of January 26.

Yours very truly,

RUSSELL OLSON CONSTRUCTION CO.

By /s/ Russell Olson

Check recd and acknowledged
2-5 with cc to Olson HBG

Discussed with Enfield
2-20-51. He says hold check pursuant to Olsons request. When amount of claim has been determined-return check to Olson--H. B. Glaisyer

original letter in safe with the check

6-50

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

January 26, 1951

Russell Olson Construction Company
Post Office Box 272
Pendleton, Oregon

COPY

Attention: Mr. Russell Olson

Gentlemen:

I have for acknowledgement your letter of January 23, 1951 and the bond enclosed therein, it being your bond to guarantee payment of the claims of William L. Bennett against you in connection with your Enterprise contract and other State Highway work on which you appeared as subcontractor. This bond is in the amount of $1,857.42, representing that portion of Mr. Bennett's claims that are in dispute.

I have had the bond examined by the Highway Commission's Chief Counsel, Mr. J. M. Devers, who advises me that it is satisfactory as a bond supplementing the bonds originally furnished in connection with work in which you were engaged. We believe that the $1,920.22 you deposited with Timmermann, Bridgeford & Rainey of San Francisco, which represents the undisputed amount of Mr. Bennett's claims, should be turned over to him immediately and a receipt furnished this office to clear our records.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG/fm

cc - Floyd Query

Mr. Query: The bond referred to in the above letter is attached. Please file it with the contract.

HBG

...CEIVED
...ion, 2506
FOR FILING

P. O. Box 272

R U S S E L L O L S O N
CONSTRUCTION CO.

Stangier Brothers Building

Pendleton, Oregon

January 23, 1951

Oregon State Highway Commission
Salem,
Oregon

Attention: Mr. H. B. Glaisyer, Secretary

Gentlemen:

Enclosed is Bond of the Continental Casualty Company in the amount of $1,857.42 in connection with the claim of William L. Bennett against Russell Olson Construction Co.

For your information it is our understanding that the portion of Bennett's claim which is undisputed, namely $1,920.22, has not yet been paid to Bennett, but is on deposit with Tinnemann, Bridgford & Rainey of San Francisco. If it is necessary that you have these funds before you can release payments to the various contractors will you please advise us at once so that we can arrange to have these funds transferred to you.

Yours very truly,

RUSSELL OLSON CONSTRUCTION CO.

(SIGNED) By RUSSELL OLSON
c.m.

COPY.

RECEIVED
DEC 29 1950
FOR FILING

874(2)

3206

December 27, 1950

Edward T. Lynch, Attorney in Fact
United Pacific Insurance Company
627 Board of Trade Building
Portland 4, Oregon

Dear Mr. Lynch:

This note is simply to inform you that I have today authorized the Auditor to release immediately the final payment to Durbin Brothers in connection with their Contract No. 3206 with the State Highway Commission for the construction of the North Unit, Enterprise-Forest Boundary Section of the Enterprise-Lewiston Highway in Wallowa County.

I thought you would like to have this information.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HHQ/fm

cc - Durbin Brothers
Floyd Query

NOTED ON CARD

December 27, 1950

Malcolm E. Hanks
Auditor

This note will confirm our telephone conversation of a few moments ago in which I informed you that it is now satisfactory to release final payment to Durbin Brothers for work performed in connection with State Highway Contract No. 3206 for construction of the North Unit of the Enterprise-Forest Boundary Section of the Enterprise-Lewiston Highway in Wallowa County.

Secretary

cc - Floyd Quarry

NOTED ON CARD

FORM S-120 20M 5-50

COMMISSIONERS

BEN R. CHANDLER, CHAIRMAN
COOS BAY

CHAS. H. REYNOLDS, MEMBER
LA GRANDE

M. K. McIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
CHIEF COUNSEL

M. H. HAWKE
AUDITOR

H. B. GLAISYER
SECRETARY

Dec. 26, 1950

NOTED
H. B. GLAISYER

Mr. H. B. Glaisyer, Secretary
State Highway Commission
O f f i c e

Dear Mr. Glaisyer: Re: Durbin Brothers - Contract No. 3206

I have read your letter of the 22nd relative to claims against Durbin Brothers in connection with the above identified contract, and it appears to me that no additional bond is needed.

I think if we follow our usual procedure and ask the contractor's bonding company to authorize and sanction the making of final payment, notwithstanding the unpaid outstanding claim, we will be safe. I suggest therefore that you state the facts to the bonding company and request written authority to make final payment notwithstanding the claim and controversy.

Yours very truly,

J. M. DEVERS

JMD:FRC

NOTE TO [illegible] DATE 12-27-50

NOTE TO Hawke DATE 12-27-50

December 22, 1950

Durbin Brothers
Contract No. 3206

J. M. Devers
Chief Counsel

The State Highway Commission awarded to Durbin Brothers the contract for construction of the North Unit, Enterprise-Forest Boundary Section of the Enterprise-Lewiston Highway in Wallowa County. This is state highway Contract No. 3206. In connection therewith, Durbin Brothers furnished the customary contract bond, which was written by the United Pacific Insurance Company. Durbin Brothers subcontracted part of the work to Russell Olson Construction Co.

The work has all been completed and we are ready to make final settlement with Durbin Brothers in the amount of $4,934.15. There is one claim on file against this job, it being that of William L. Bennett in the sum of $810.50. The claim is against the subcontractor, Mr. Olson.

In addition to the work performed by Mr. Bennett for Mr. Olson in connection with the Durbin Brothers contract, Mr. Bennett also performed work for Mr. Olson in connection with several other highway contracts, and he alleges that he has not been paid in full for all of the work performed. He has filed notice of his claim with the Highway Commission through the Secretary of State.

Mr. Olson denies the full amount of the claim and has paid to the Continental Casualty Company, surety on the bond furnished by him in connection with his own contract at Enterprise, the amount that he states is owing to Mr. Bennett; and he has asked the Continental Casualty Company to furnish the State Highway Commission a bond guaranteeing payment of the difference between the full amount of the claims and the amount he admits owing, in the event the matter goes to court and is decided against him. This bond has not as yet been received, so payment of the final amounts in connection with the several contracts involved is being held up.

(Cont. on reverse side)

Query
BY SECRETARY
& note + return

December 14, 1950

NOTED
F. QUERY

Mr. Edward T. Lynch
Attorney in Fact
United Pacific Insurance Company
627 Board of Trade Building
Portland 4, Oregon

Dear Mr. Lynch:

This acknowledges your letter of December 4 consenting to the final payment of the amount due Durbin Brothers in connection with their Contract No. 3205 for construction of the North Unit, Enterprise Forest Boundary Section of the Enterprise-Lewiston Highway in Wallowa County, Oregon, notwithstanding the claim of William L. Bennett in the amount of $810.50 against subcontractor Olson.

Mr. Bennett's claims against Mr. Olson involve several contracts. They have been the subject of correspondence between this office and Mr. George F. Finster, Manager of the Bond Department of the Continental Casualty Company, San Francisco. As stated in your letter, Mr. Bennett's claims against Mr. Olson are in dispute. Mr. Olson has tendered to the Continental Casualty Company a check in the full amount that he owes Mr. Bennett. The Continental Casualty Company has indicated a willingness to furnish a bond guaranteeing the payment of the excess amount of Mr. Bennett's claims and indemnifying the state, the Highway Commission, its members and officers against all liability with respect thereto. The claim of Mr. Bennett is the only one on record in this office against Durbin Brothers contract. We shall be glad to release the final payment to Durbin Brothers as soon as we receive the bond above referred to from the Continental Casualty Company.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HEC:ds

RECEIVED
DEC 28 1950
FOR FILING

Files

OREGON STATE HIGHWAY COMMISSION
(date)
Dec. 11, 1950

874(2)		
(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
3206	10-final	Durbin Bros.
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT) (DATE)
20238	B-5357	$ 4,934.15 Dec. 8, 1950

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: Aug. 31, 1950

Time Extensions: None required

Completion Date: Aug. 31, 1950

Date Accepted: Nov. 9, 1950

Penalties: None of record

Claims: A claim has been filed by William L. Bennett, in the sum of $810.57, against Russell Olson Constr.Co., subcontractor.

Remarks:

Final warrant released pursuant to advice from Chief Counsel notwithstanding claim.

Date: 12-27-50

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: DEC 28 1950

NOTED ON CARD
12-28-50

UNITED PACIFIC
INSURANCE COMPANY

PORTLAND OFFICE-627 BOARD OF TRADE BUILDING

Portland 4, Oregon

December 4, 1950

COPY

Oregon State Highway Commission
State of Oregon
Salem, Oregon

Subject: Bond #111650 Durbin Brothers, State Highway Contract No. 3206

Gentlemen:

This will acknowledge receipt of your letter of November 24, 1950 wherein it is advised that State Highway Contract No. 3206 for work on the North Unit, Enterprise-Forest Boundary Section of the Enterprise-Lewiston Highway in Wallowa County has been completed by the contractor, Durbin Brothers and that final payment in the amount of $4,934.15 will be made on or after December 4, 1950 providing outstanding claim has been satisfied and your office notified.

You state there is a claim filed against this job by William L. Bennett in the amount of $810.50.

We wish to advise that the claim in question is a disputed matter and accordingly you may accept this letter as formal consent of the United Pacific Insurance Company as surety to make payment to Durbin Bros. of the above mentioned amount on or after December 4, 1950.

We assume that you will now be able to make payment to Durbin Bros. as set forth in your letter, but if for any reason the Commission is unable to make immediate final payment, it shall be appreciated if you will advise what is required of the contractor and the surety company to facilitate payment.

Thank you very much for your co-operation.

Yours very truly

(SIGNED) EDWARD T. LYNCH

Edward T. Lynch
Attorney in Fact

ETL:lg

MEMO: Original of this letter filed in contract No.3206.

gl

RECEIVED
NOV 27 1950
FOR FILING

8-74(2)

3206

November 24, 1950

United Pacific Insurance Co.
Fidelity and Surety Dept.
Seattle 14, Wash.

Gentlemen:

Please be advised that State Highway Contract No. 3206, for work on the North Unit, Enterprise-Forest Boundary Section of the Enterprise-Lewiston Highway in Wallowa County, has been completed by the contractor, Durbin Bros., and that final payment in the amount of $4,934.15 will be made on or after December 4, 1950 providing outstanding claim has been satisfied and this office notified.

There is a claim filed against this job by William L. Bennett in the amount of $810.57, of which you have been previously notified.

For your information we wish to advise that the total contract amount is $168,541.87, and that no force account work was performed on the project. This contract was completed on August 31 and accepted by the Commission on November 9, 1950.

We are sending you this notice as your Company is the surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Mr. Bryant C. DeBar
68 10th East
Eugene, Oregon

Portland Branch Office

NOTED ON CARD

11-24-50

RECEIVED
NOV 27 1950
FOR FILING

74(2)

3206

November 22, 1950

Hon. Earl T. Newbry
Secretary of State
C a p i t o l

Dear Sir:

This is to acknowledge your letter of November 17 to which was attached three copies of a claim filed with your office by William L. Bennett against Russell Olson Construction Company, a sub-contractor for Durbin Bros. on State Highway Contract No. 3206.

This claim is in the sum of $810.57 and bears your file No. 3241.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

For Additional Correspondence re Russell Olson
Re: Const
Contractors
11-17-50
gen

...ITED ON CARD
11-22-50 gf

1950

FOR FILING

November 22, 1950

United Pacific Insurance Company
Fidelity and Surety Department
Seattle 14, Washington

Gentlemen:

Attached hereto is a copy of a claim which has been filed with the Secretary of State by William L. Bennett of Fallon, Nevada, against Durbin Brothers on State Highway Contract No. 3206 for grading and surfacing the North Unit, Enterprise-Forest Boundary Section of the Enterprise-Lewiston Highway in Wallowa County. This claim is for furnishing trucks and hauling material for Russell Olson Construction Company who apparently acted as sub-contractor on this job.

This information is furnished as the United Pacific Insurance Company appears as surety on the bond executed in connection with Contract 3206.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md
Attach.

cc - Mr. Bryant G. Dellar
32 Tenth East
Eugene, Oregon

Durbin Bros.
377 High Street
Eugene, Oregon

Russell Olson Construction Co.
P. O. Box 272
Pendleton, Oregon

11-22-50

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

November 17, 1950

3206

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon.

Dear Sir:

We have received and filed as of November 16, 1950, a notice of claim by Wm. L. Bennett of Fallon, Nevada, for furnishing trucks and hauling material etc in the sum of Eight hundred ten & 57/100 Dollars ($810.57) against the bond taken from Durbin Brothers, 597 High Street, Eugene, principal contractor for grading and surfacing the North Unit, Enterprise-Forest Boundary section of the Enterprise-Lewiston Highway in Wallowa County. State HighwayContract No. 3206; and Surety, United Pacific Insurance Company, Bryant C. DeBar, 88 - 10th, East, Eugene, Oregon, said claim arising from services performed for Russell Olson Construction Company of Pendleton, Oregon.
Our File No. 3241.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies for our records.

Very truly yours,

Earl T. Newbry

Secretary of State.

N:F
Enc

RECEIVED
OREGON
STATE HIGHWAY COMMISSION

NOTED IN CPFS
11-21-50 JG

COPY

WM. L. BENNETT, TRUCKING
Fallon, Nevada.

November 1, 1950.

To the Secretary of State,
State of Oregon,
Salem, Oregon.

Notice hereby is given that the undersigned Wm. L. Bennett of Fallon, Nevada, has a claim for furnishing trucks and hauling material etc in the sum of Eight hundred ten & 57/100 Dollars, ($810.57) against the bond taken from Durbin Brothers, 597 High Street, Eugene, principal contractor for grading and surfacing the North Unit, Enterprise-Forest Boundary section of the Enterprise-Lewiston Highway in Wallowa County. State Highway Contract 3206; and Surety, United Pacific Insurance Company, Bryant C. DeBar, 88 - 10th, East, Eugene, Oregon, said claim arising from services performed for Russell Olson Construction Company of Pendleton, Oregon. Completed August 31, 1950.

Itemized Statement of Account Attached.

WM. L. BENNETT
Wm. L. Bennett.

2 copies to The Secretary of State, Salem, Oregon.
1 copy to Durbin Brothers, 597 High St., Eugene, Oregon.
1 copy to Russell Olson Construction Co., Pendleton, Oregon.
1 copy to United Pacific Insurance Co., Bryant G. Debar,
88 - 10th East Eugene, Oregon.
1 copy to State Highway Department, Salem, Oregon.

Endorsed:
File No. 3241
Filed, Nov. 16, 1950
EARL T. NEWBRY, Secretary of State

3206

WM. L. BENNETT, TRUCKING
Fallon, Nevada.

November 1, 1950.

To the Secretary of State,
State of Oregon,
Salem, Oregon.

Notice hereby is given that the undersigned Wm. L. Bennett of Fallon, Nevada, has a claim for furnishing trucks and hauling material etc in the sum of Eight hundred ten & 57/100 Dollars, ($810.57) against the bond taken from Durbin Brothers, 597 High Street, Eugene, principal contractor for grading and surfacing the North Unit, Enterprise-Forest Boundary section of the Enterprise-Lewiston Highway in Wallowa County. State Highway Contract 3206; and Surety, United Pacific Insurance Company, Bryant G. DeBar, 55 - 10th, East, Eugene, Oregon, said claim arising from services performed for Russell Olsen Construction Company of Pendleton, Oregon. Completed August 31, 1950.

Itemized Statement of Account Attached.

Wm L. Bennett
Wm. L. Bennett.

2 copies to The Secretary of State, Salem, Oregon.
1 copy to Durbin Brothers, 597 High St., Eugene, Oregon.
1 copy to Russell Olson Construction Co., Pendleton, Oregon.
1 copy to United Pacific Insurance Co., Bryant G. Debar,
55 - 10th East Eugene, Oregon.
1 copy to State Highway Department, Salem, Oregon.

11-16-50

WM. L. KENNETT, TRUCKING.
FALLON, NEVADA.

November 1, 1950

To Russell Olsen Construction Co.,
Pendleton, Oregon.

Derbin Job. Contract No. 3206

Debits			
Move in Time 15 hrs @ 6.00		90.00	
Rental Time Move Olsens Mach. 10 hrs @ 6.00		60.00	
4095 yds sil rock @ 45¢		1842.75	
Total Debits			1992.75
Credits			
Payroll carried by Russell Olsen			
7-21-50 to 7-27-50	240.75		
8-14-50 to 8-21-50	438.00		
	678.75		
Add 10% for Taxes & Insurance	67.88		
Total Labor		746.63	
3206 gal. gas @ 27		233.55	
8/21 1 tube Repair		2.00	
Total Credits			982.18
Balance Due			1010.57
By Cash 8-30-50			200.00
			810.57

RECEIVED
OCT 9 1950
FOR FILING

S-74 (2)

3206

October 6, 1950

United Pacific Insurance Co.
Fidelity and Surety Department
Seattle 14, Washington

Gentlemen:

The State Highway Commission is prepared to make semi-final payment to Durbin Bros. on contract No. 3206, covering the N.Unit, Enterprise-Forest Boundary Section of the Enterprise-Lewiston Highway in Wallowa County. This payment, in the amount of $7,646.17, will be made on or after October 16, 1950. The retained percentage is $5,060.03.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

Mr. Bryant O, Dalbar
88 - 10th East
Eugene, Oregon

NOTED ON CARD
11-6-50 JR

RECEIVED
SEP 7 1950
FOR FILING

S-74(2)

3206

September 5, 1950

Mr. T. M. Davis, District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

This is to advise you that work was completed on August 31, 1950 on Contract No. 3206, H. Unit, Enterprise-Forest Boundary Section, in connection with Federal Aid Project No. S-74 (2).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. G. Williams
Assistant State Highway Engineer

WGWlew

cc: John Gaitskill

874(2)

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

Final
No. 26

For Week Ending Aug. 26, 19 50.

Section N. Unit, Enterprise-Forest Bndry.

Highway Enterprise-Lewiston

Contractor Durbin Bros.

Date of contract Aug. 1, 19 49

Date work started Aug. 15, 19 49

Amount of contract $171,018.00

Estimated cost of completed project, exclusive of engineering . . . . . $ 168,800.00

Per cent of contract completed, based on total contract price . . . . . Complete %

Engineering cost to date $ 11,000.00, ... %

Kind of work Grading & Oil Mat Surfacing

Section prefix 32-1013 8-74 (2)

Contract number 3206

Date of completion Aug. 31, 19 50

Estimated date of completion Complete, 19 .....

Per cent of time elapsed 99 %

Date project was completed Aug. 31, 19 50

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Oiling completed Wednesday.

Remainder of week spent dressing shoulders and maintaining.

Job is complete except for a little clean up work which will be completed by Aug. 31.

RECEIVED
AUG 30 1950
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
H. W. LIBBY

NOTED
B. A. MARTIN

Signed J. C. Hutt

Address Enterprise, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	5.85	5.85		5.85	
Miles partially completed					
Miles completed	5.85	5.85		5.85	
Total estimated quantities	71,000	39,259	2,000	4,095	
Estimated quantities moved or placed to date	71,000	39,259	2,000	4,095	
Average daily quantities				415	
Average daily quantities necessary to complete project on time					
Number shifts per day				1	
Hours per shift				12	
Average force on project for week				20	

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 1, Power graders 2, Rollers 2, Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheep-foot rollers 1 oiler, 5 dump trucks XXXX, ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair-warm		
Monday	" "		
Tuesday	" "		
Wednesday	Overcast		
Thursday	Showers in AM		
Friday	Fair-cool		
Saturday	Fair-warm		

NOTED
B. A. MARTIN

State Printing Dept. 38842

RECEIVED
DEC 13 1949
FOR FILING

November 10, 1949

Mr. T. H. Davis, District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing two copies of project agreement signed by the Highway Commission for the North Unit, Enterprise-Forest Boundary Section, Project No. S-7& (2).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWWigs

Encl.

Department of Commerce
BUREAU OF PUBLIC ROADS
[redacted]
DIVISION EIGHT

MONTANA
OREGON
IDAHO
WASHINGTON

November 17, 1949

P. O. BOX 3900
PORTLAND 8, OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon S-74(2), North Unit
Enterprise-Forest Boundary Sec.
Enterprise-Lewiston Highway

Dear Sir:

Enclosed for your files is an executed copy of the project agreement for the above project.

Very truly yours,

W. H. LYNCH
Division Engineer

By: F. E. Andrews
Principal Highway Engineer

Encl.

RECEIVED
STATE HIGHWAY

November 17, 1949

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon S-71(2), North Unit
Enterprise-Forest Boundary Sec.
Enterprise-Lewiston Highway

Dear Sir:

Enclosed for your files is an executed copy of the project agreement for the above project.

Very truly yours,

W. H. LYNCH
Division Engineer

By:

F. E. Andrews
Principal Highway Engineer

Encl.

STATE HIGHWAY

(Revised 1946)

8pr-7-811

State Oregon

Federal Aid Secondary Project No. S-74(2)

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 27 day of October, 19 49

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 15th day of March, 19 49, a program, which was approved on the 27th day of May, 19 49, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 18th day of July, 19 49; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of one hundred ten thousand and 00/100

dollars ($110,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

GPO 16—11379-3

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 410+50 in the NE 1/4, Section 36, T. 1 N., R. 4 1/4 E., W.M., and survey station 719+50 in the SW 1/4, Section 36, T. 2 N., R. 4 E., W.M., without exception,

, length 5.852 miles, in Wallowa County, being Oregon Federal Aid Secondary project No. S-74(2), consisting of 5.852 miles of roadway and no bridges, each of more than 20 feet clear span, of

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

16—11370-2

(b) Whenever in this contract or in any document made a part thereof the terms "Public Roads Administration", "Federal Works Agency", "Federal Works Administrator", "General Services Administration", or "Administrator of General Services" appear, they shall include or have reference to "Bureau of Public Roads" or the "Department of Commerce" or the "Secretary of Commerce", as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949.

(Include date and citation of ... 1939, Chapter 529
... project have been made available ...
... WAY DEPARTMENT

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of _____ One hundred ten thousand and 00/100 _____ dollars ($ 110,000.00), which does not exceed the authorized Federal pro rata share of _____ one hundred eighty-four thousand, two hundred sixty-six and 50/100 _____ dollars ($ 184,266.50), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to _____ the State Treasurer _____ (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of _____ Oregon _____ (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: _____ (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By _____

Chairman, State Highway Commission
(Title of officer)

By _____

Member, State Highway Commission
(Title of officer)

By _____

Member, State Highway Commission
(Title of officer)

By _____

_____
(Title of officer)

By _____

_____
(Title of officer)

By _____

_____
(Title of officer)

Attest
_____ SECRETARY

RECOMMENDED FOR APPROVAL:

_____
Assistant STATE HIGHWAY ENGINEER

COMMISSIONER OF PUBLIC ROADS,

By _____

Acting *Division Engineer,*
Public Roads Administration.

U. S. GOVERNMENT PRINTING OFFICE 16—11370-2

NOV 14 1949
NOV 11 1949

RECEIVED
DEC 13 1949
FOR FILING

October 7, 1949

Mr. T. M. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate on basis for project agreement for the North Unit, Enterprise-Forest Boundary Section, Project No. S-7h (2).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Asst. State Highway Engineer

Encl.
JMN:md

Oregon State Highway Department

Federal Aid Secondary
Project No. S-74 (2)

NORTH UNIT, ENTERPRISE-FOREST BOUNDARY SECTION

OF THE ENTERPRISE-JOSEPH HIGHWAY IN WALLOWA COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 29, 1949

Roadway (Sta. 410+50 to 719+50) Type Code No. 5231

All Required		Clearing and Grubbing		$ 4,000.00
180	cu. yds.	Structural Excavation, Unclassified	$ 3.00	540.00
110	cu. yds.	Trench Excavation, Unclassified	3.00	330.00
77,000	cu. yds.	General Excavation, Unclassified	0.26	20,020.00
145,000	yd. stas.	Short Overhaul	0.02	2,900.00
4,000	C-yd. stas.	Long Overhaul	0.50	2,000.00
5.85	miles	Finishing Roadbed and Slopes	500.00	2,925.00
15,000	lin. ft.	Rounding Cutbanks	0.15	2,250.00
16	lin. ft.	18" Corrugated Metal Pipe	5.00	80.00
380	lin. ft.	18" Concrete Pipe	3.75	1,425.00
220	lin. ft.	24" Concrete Pipe	4.50	990.00
350	lin. ft.	36" Concrete Pipe	9.35	3,272.50
170	lin. ft.	Salvaging Culvert Pipe	2.50	425.00
40	cu. yds.	Class "A" Concrete	65.00	2,600.00
5,000	lbs.	Metal Reinforcement	0.13	650.00
19,000	cu. yds.	1½" - 0" Rock in Subbase	2.25	42,750.00
13,500	cu. yds.	4" - 2" Rock in Base	2.20	29,700.00
8,000	cu. yds.	3/4" - 0" Rock in Base and Shoulders	2.25	18,000.00
1,000	M-gal.	Sprinkling	3.00	3,000.00
5.85	miles	Preparation of Base	150.00	877.50
3,900	cu. yds.	Furnishing and Placing Aggregates	3.30	12,870.00
370	tons	Furnishing and Placing 151-200 Asphalt	43.00	15,910.00
			Subtotal	$167,515.00
			10% Engr. & Cont.	16,751.50
			Total	$184,266.50
		Length	5.852 miles	
		Cost per mile	$31,487.78	

Federal Aid Funds - $110,000.00
State Funds - 74,266.50

$184,266.50

State Funds for Construction: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939
State Funds for Maintenance: Chap. 529, Laws 1939

July 18, 1949

Mr. T. M. Davis
District Engineer
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of special provision, page Number 14, for the North Unit, Enterprise-Forest Boundary Section, Project No. S-7% (2), which page contains, in accordance with your request, a revised specification under the subhead "Bituminous Cement."

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Asst. State Highway Engineer

Encl.
JCH:rnd

Oregon State Highway Department

Federal Aid Secondary
Project No. S-74 (2)

NORTH UNIT, ENTERPRISE-FOREST BOUNDARY SECTION OF THE ENTERPRISE-LEWISTON HIGHWAY IN WALLOWA COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, July 15 1949

Roadway (Sta. 410+50 to 719+50) Type Code No. 5231

All Required		Clearing and Grubbing		$ 2,000.00
180	cu. yds.	Structural Excavation, Unclassified	$ 3.00	540.00
110	cu. yds.	Trench Excavation, Unclassified	3.00	330.00
77,000	cu. yds.	General Excavation, Unclassified	0.40	30,800.00
145,000	yd. stas.	Short Overhaul	0.02	2,900.00
4,000	C-yd. stas.	Long Overhaul	0.50	2,000.00
5.85	miles	Finishing Roadbed and Slopes	600.00	3,510.00
15,000	lin. ft.	Rounding Cutbanks	0.15	2,250.00
16	lin. ft.	18" Corr. Metal Pipe	3.00	48.00
380	lin. ft.	18" Concrete Pipe	3.00	1,140.00
220	lin. ft.	24" Concrete Pipe	4.50	990.00
350	lin. ft.	36" Concrete Pipe	10.00	3,500.00
170	lin. ft.	Salvaging Culvert Pipe	2.50	425.00
40	cu. yds.	Class "A" Concrete	65.00	2,600.00
5,000	lbs.	Metal Reinforcement	0.15	750.00
19,000	cu. yds.	1½" - 0" Rock in Subbase	2.00	38,000.00
13,500	cu. yds.	4" - 2" Rock in Base	2.00	27,000.00
8,000	cu. yds.	3/4" - 0" Rock in Base and Shoulders	2.00	16,000.00
1,000	M-gal.	Sprinkling	3.00	3,000.00
5.85	miles	Preparation of Base	200.00	1,170.00
3,900	cu. yds.	Furnishing and Placing Aggregates	3.50	13,650.00
370	tons	~~Furnishing and~~ Placing 151-200 Asphalt	~~45.00~~	~~16,650.00~~
			Subtotal	$169,253.00
			10% Engr. & Cont.	16,925.30
			Total	$186,178.30
		Length	5.852 miles	
		Cost per mile	$31,814.47	

Federal Aid Funds- - - -

July 7, 1949

Mr. T. H. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate and four copies of right of way statement to accompany plans and specifications for the North Unit, Enterprise-Forest Boundary Section, Project No. S-7% (2).

One set of full size plans and six bid proposals are being sent under separate cover.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWW/ge

Encl.

NORTH UNIT, ~~INTERSTATE-FOREST BOUNDARY SECTION~~

PROJECT NO. S-74 (2)

All necessary rights of way or rights of entry have been acquired for this project.

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

July 7, 1949

RECEIVED
AUG 24 1949
FOR FILING

l-74(2)
3206

August 24, 1949

Durbin Bros.,
220 Whitbeck Street
Eugene, Oregon

Gentlemen:

We enclose herewith for your records and files a fully executed copy of Contract No. 3206, which was awarded to you on August 1, 1949, by the State Highway Commission, covering the grading and oil mat surfacing of the North Unit, Enterprise-Forest Boundary Section of the Enterprise-Lewiston Highway.

An executed copy of the above contract is also being sent to the surety on your bond.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fm

Enc.

RECEIVED
AUG 19 1949
FOR FILING

8-74 (2)

3206

August 17, 1949

Mr. T. H. Davis
District Engineer
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

This is to advise you that work was started on August 15, 1949 on Contract No. 3206, H. Unit, Enterprise-Forest Boundary Section, in connection with Federal Aid Project No. S-74 (2).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. G. Williams
Assistant State Highway Engineer

EMP:cw

RECEIVED
AUG 3 1949
FOR FILING

8-74 (2)

August 3, 1949

Durbin Brothers
220 Whitbeck Street
Eugene, Oregon

Gentlemen:

The State Highway Commission on August 1, 1949, awarded you the contract for grading, surfacing, and oiling on the North Unit, Enterprise-Forest Boundary Section of the Enterprise-Lewiston Highway, in Wallowa County. This award was based on your low bid of $171,015 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

cc

cc - Mr. S. H. Probert

RECEIVED
DEC 19
FOR FILING

GENERAL SERVICES ADMINISTRATION
BUREAU OF PUBLIC ROADS

DIVISION EIGHT

OREGON DISTRICT

P. O. BOX 3900
PORTLAND 8, OREGON

August 1, 1949

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence as of this date in award of contract on Oregon Project No. S-74(2), North Unit, Enterprise-Forest Boundary Section of the Enterprise - Lewiston Highway, to Durbin Brothers, Eugene, Oregon, who submitted the low bid.

Very truly yours,

T. M. DAVIS
District Engineer

RECEIVED
AUG 3 1949
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 19
FOR FILING

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

OREGON DISTRICT

July 18, 1949

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Project S-74(2), the North Unit of the Enterprise - Forest Boundary Section, Enterprise - Lewiston Highway, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

It is noted that the title sheet map of the project apparently shows it as beginning in the northwest quarter of Section 36 which is contrary to information furnished in connection with the completed project S-74(1) which shows that project ending in the northeast quarter of Section 36. As the two points coincide it appears that a correction would be in order.

Very truly yours,

T. M. DAVIS
District Engineer

RECEIVED
JUL 19 1949
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FOR FILING
OREGON DISTRICT
S-74(2)

[redacted]
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

July 13, 1949

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Confirming our telephone conversation with Mr. Nash regarding Oregon Project No. S-74(2), North Unit, Enterprise-Forest Boundary Section of the Engerprise - Lewiston Highway, our review of the documents submitted discloses the following item which requires elimination before advertising will be authorized:

Page 14, Special Provisions. Specification of asphalt by source violates long established practice, (See memorandum 7-8-35 sent you 7-13-35) and accordingly will not be approved. A special provision revising the Standard Specifications physical properties test limits will be considered for approval if accompanied by adequate explanation justifying such revision.

Very truly yours,

T. M. DAVIS
District Engineer

RECEIVED
JUL 18 1949
OREGON
STATE HIGHWAY COMMISSION

1-4214 Forest Bdry.-Unity Jct. Sec., 1949
John Day Hwy.
#3207

RECEIVED
JUN 3 1952
FOR FILING

1-42-14
3207

December 31, 1951

General Casualty Company of America
General Insurance Building
Seattle 5, Washington

Gentlemen:

We have received from the office of the Secretary of State a copy of a letter written by the Shell Oil Company in which they state that their claim in the amount of $1,875.87 against E. C. Swaggert Company on State Highway Contract No. 3207 for grading and surfacing the Ferrvet Boundary-Unity Junction Section of the John Day Highway, in Baker County, has been paid.

This is the claim concerning which we notified your office on August 14, 1951.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FAQ:ehr

cc Mansfield & Company
302 Lewis Building
Portland 4, Oregon

E. C. Swaggert

NOTED ON CARD
12-31-51 JP

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

Dec. 28, 1951

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We are enclosing a copy of a letter received from Shell Oil Company, stating that they have received payment on a claim filed by them in the amount of $1,875.87, against the bond taken from E. C. Swaggert Company, principal and General Casualty Company of America, Surety, our file No. 3288.

Very truly yours,

Earl T. Newbry

Secretary of State

NF:M
Enc.

RECEIVED
1951
OREGON

COPY

SHELL OIL COMPANY
1220 S. W. Morrison Street
PORTLAND 5, OREGON

Telephone Atwater 7321

December 24, 1951

SECRETARY OF STATE
Salem,
Oregon

Dear Sir:

On August 10, 1951, we filed claim in the amount of $1,875.87 against the bond taken from E. C. Swaggert Company as principal, and General Casualty Company of America as Surety in connection with Oregon State Highway Project No. 3207 which covered grading and surfacing of the Forest Boundary Unity Junction section of the John Day highway in Baker County. Our claim was for petroleum products delivered to Western Construction Company, sub-contractor in the construction of the above-described job.

This is to inform you that payment of $1,875.87 has been received by us, and we hereby now release the claim.

Dated this 26th day of of December, 1951.

SHELL OIL COMPANY

By: R. H. FORBES
Division Credit Manager

State of Oregon)
) ss
County of Multnomah)

On this 26th day of December, 1951, before me, personally appeared R. H. Forbes to me personally known to be the person who executed the foregoing instrument and duly acknowledged that he executed the same.

S. A. JOHNSON
NOTARY PUBLIC
NOTARY PUBLIC FOR OREGON
My Commission Expires Sept. 20, 1954

(SEAL)

RECEIVED
JUN 3 1952
FOR FILING

1-4214

3207

December 31, 1951

Honorable Earl T. Newbry
Secretary of State
C A P I T O L

Dear Mr. Newbry:

We acknowledge with thanks your letter of December 28 to which was attached a copy of a letter from the Shell Oil Company stating that they had received payment on a claim filed by them in the amount of $1,875.87 against E. C. Swaggert Company on State Highway Contract No. 3207, your file No. 3288.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

FAQ:ehr

NOTED ON CARD
12-31-51

RECEIVED
AUG 23 1951
FOR FILING

1-4214

3207

Jus Lewis

August 16, 1951

General Casualty Company of America
Mansfield & Company, Agent
302 Lewis Building
Portland 4, Oregon

Gentlemen:

Attached is a copy of a claim filed with the Secretary of State by Shell Oil Company against E. C. Swaggart. The claim is in the amount of $1,875.87 for petroleum products delivered to Western Construction Company, a sub-contractor on State Highway Contract No. 3207 for grading and surfacing the Forest Boundary-Unity Junction Section of the John Day Highway in Baker County.

This information is provided as the General Casualty Company of America appears as surety on the performance bond furnished with the above-mentioned contract.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md
Attach.

cc - General Casualty Company of America
General Insurance Building
Seattle 5, Washington
Attn: Surety Dept.

Mr. E. C. Swaggart
2592 Friendly Street
Eugene, Oregon

NOTED ON CARD

SHELL OIL COMPANY
1220 S. W. Morrison Street
Portland 5, Oregon

Telephone Atwater 7321

August 10, 1951

SECRETARY OF STATE
Salem, Oregon

Dear Sir:

NOTICE IS HEREBY GIVEN that the undersigned, SHELL OIL COMPANY, has a claim in the sum of One Thousand Eight Hundred Seventy-Five and 87/100 ($1,875.87) Dollars against the bond taken from E. C. Swaggert Company, as principal, and General Casualty Company of America, as surety, for the work of grading and surfacing of the Forest Boundary, Unity Junction Section of the John Day Highway in Baker County - Oregon State Highway project No. 3207.

Said Claim is for petroleum products delivered to Western Construction Company, subcontractor, in the construction of said above described job.

In the event said Claim is not settled and paid without an action in the courts to enforce the same, in addition to above item undersigned claims the sum of Four Hundred and 00/100 ($400.00) Dollars as attorney's fees and costs.

Dated this 10th day of August, 1951.

SHELL OIL COMPANY

By R. H. FORBES

State of Oregon) ss
County of Multnomah)

R. H. Forbes, being sworn upon oath, deposes and says: that the above statement and claim is just, true and correct; that the labor or material therein charged was actually rendered or furnished as therein stated and that no part of the same has been paid, and the labor or material therein charged was for the benefit of said principal and sureties and the State of Oregon.

R. H. FORBES

Subscribed and sworn to before me
this 10th day of August, 1951.
S. A. Johnson
(Notarial Seal)

cc: E. C. Swaggert Company, 2592 Friendly Street, Eugene, Oregon
General Casualty Co. of America, c/o Mansfield & Co., agent,
302 Lewis Bldg., Portland 4, Oregon
Baker Distributor

Endorsed:
FILE NO. 3288
FILED AUG. 14 - 1951
EARL T. NEWBRY, Secretary of State

RECEIVED
AUG 20 1951
FOR FILING

1-4214
3207

August 16, 1951

Hon. Earl T. Newbry
Secretary of State
C a p i t o l

Dear Sir:

We acknowledge with thanks your letter of August 14 to which was attached three copies of a claim filed with your office by Shell Oil Company against E. C. Swaggart.

This claim, in the sum of $1,875.87, is filed against State Highway Contract No. 3207 and bears your file No. 3288.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FAQ:md

NOTED ON CARD

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

August 14, 1951

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received and filed as of this date a notice of claim by Shell Oil Company in the sum of $1,875.87, against the bond taken from E. C. Swaggert Company, principal, and General Casualty Company of America, surety for the work of grading and surfacing of the Forest Boundary, Unity Junction Section of the John Day Highway in Baker County, Oregon State Highway project No. 3207, our file No. 3288.

We are enclosing three copies of the claim for your information and filed.

Kindly acknowledge receipt of the copies for our records.

Very truly yours,

Earl T. Newbry

Secretary of State

NF:M
Enc.

NOTED ON CARD

RECEIVED
MAR 2 8 1951
FOR FILING

1-4214

3207 (CONTRACT NO.)

OREGON STATE HIGHWAY COMMISSION
(date)
March 22, 1951

(EST. NO.) (CONTRACTOR)

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
1207	13-final	E. C. Swaggart	
4322	B-12270	$ 5,239.65	3/21/51

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: July 31, 1950

Time Extensions: Extended to Sep. 7, 1950 with penalty (See Remarks)

Completion Date: Sep. 7, 1950

Date Accepted: Feb. 26, 1951

Penalties: A penalty for engineering charges was assessed

Claims: A letter to H.G.Smith was referred to this office on 9-26-50 re claim of Oliver E.Moore against subcontractor for truck rental amounting to $203.54 less value of 172 gals. of gasoline.

Remarks:

Extension of Time was granted to Sep.7,1950 with engineering charges to be assessed from July 31, 1950 to completion date as penalty.

our supervisor has taken a deduction of $151.80 leaving base taken from final pay if nothing is in this office on file re: the $203.54 claim. To whom and at the authority of Mr. Glaisyer H.B. please pay it is being mailed today. Wick

---

Date: 3-23-51

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: MAR 23 1951

NOTED ON CARD
3-26-51

RECEIVED
MAR 13 1951
FOR FILING

1-4214

3207

March 12, 1951

Mr. K. C. Swaggart
2592 Friendly St.
Eugene, Oregon

Dear Sir:

The State Highway Commission, at its meeting held on February 26, 1951, had under discussion your request for an extension of time of seven days, from August 31 to September 7, 195..., within which to complete your contract No. 3207 for grading and surfacing on the Forest Boundary-Unity Junction Section of the John Day Highway in Baker County.

The Highway Commission granted your above request with the provision that engineering costs are to be assessed from July 31, 1950 to September 7, 1950, the date of completion, as penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: E. F. Chidsey,
Division Engineer

Kevin Laughlin,
Resident Engineer

H. G. Smith,
Construction Engineer

NOTED ON CARD
3-12-51 gl

RECEIVED
MAR 8 - 1951
FOR FILING

1-4214
3207

March 5, 1951

General Casualty Co. of America
Mansfield & Co., Agent
302 Lewis Building
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 3207 for work performed on the Forest Boundary-Unity Junction Section of the John Day Highway in Baker County, was completed by the contractor, E. C. Swaggart, on September 7, 1950.

Final payment in the amount of $5,239.65 will be released to the contractor on or after March 15, 1951. The total contract amount is $190,116.34, and no force account work was performed on the project.

There is a claim filed by Oliver H. Moore against Loyd Calkins, subcontractor on this project, for truck rental in the amount of $203.54, less value of 172 gallons of gasoline, of which you have been previously notified.

This notice is given as your Company appears as surety on the performance bond furnished by the contractor in connection with this project.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: General Casualty Co.of America
General Insurance Bldg.
Seattle 5, Wash.
Attn.: Surety Dept.

NOTED ON CARD
3-5-51

RECEIVED
FEB 8 1951
FOR FILING

1-4214
3207

February 7, 1951

Request for extension of time
No. 6
February 26 and 27 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from E. C. Sheggart for an extension of time on Contract No. 3207, Forest Boundary-Unity Junction Section of the John Day Highway, from August 31, 1950 to September 7, 1950.

On July 11, 1950 the Commission approved an extension of time to Mr. Sheggart, provided, however, that engineering charges were to be assessed from July 31, 1950 to the date of completion.

I would recommend that this additional request be granted with the assessment of engineering penalties to the date of completion.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.
cc Mr. Williams
Mr. Smith

hi

RECEIVED
FEB 2 1951
FOR FILING
1-4214
3207

February 2, 1951

Mr. Leland F. Hess
Attorney at Law
Yeon Building
Portland, Oregon

Dear Mr. Hess:

This is to acknowledge your letter of January 29 concerning an accident in which Otto Andersen was involved on September 2, 1950, west of Unity in Baker County.

E. C. Swaggart, 2592 Friendly Street, Eugene, Oregon, was awarded State Highway Contract No. 3207 for work on the Forest Boundary-Unity Junction Section of the John Day Highway in Baker County. This contract was completed on September 7, 1950. It is our understanding that Loyd Calkins and Company, a partnership, whose address is Ocean Lake, Oregon, worked as a sub-contractor on this job. It may be that the accident to which you refer involved a grader operated by one of the above-named contractors.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

LELAND F. HESS
ATTORNEY AT LAW
YEON BUILDING
PORTLAND, OREGON
BROADWAY 2596

January 29, 1951

may be content #1207 - Surveyor.

State Highway Commission
Salem, Oregon

Gentlemen:

On September 2, 1950, at about 7:30 a.m. Otto Anderson was involved in an accident with a road grader doing work west of Unity.

I understand that the Calkins Construction Company of Oceanlake, Oregon was the contractor on this particular piece of work. Would you please advise me of the correct name of the contractor and whether or not the Calkins Construction Company is a corporation.

Very truly yours,

Clayton Hess

CLAYTON HESS
Attorney at Law

CH:as

RECEIVED
JAN 31 1951
STATE HIGHWAY COMMISSION

REFERRED TC
BY SECRETARY
prepare reply

RECEIVED
JOHN DUNN
WILLIAM L. JACKSON
FOR FILING

1-4214
3207

DUNN & JACKSON
ATTORNEYS AT LAW
BAKER STATE BANK BUILDING
BAKER, OREGON
TELEPHONE 666

October 2, 1950

REFERRED TO
BY SECRETARY

E. C. Swaggart Co.
General Contractor
Eugene, Oregon

ATTENTION: Mr. Lee Giddings, Bookkeeper

Dear Sir:

This will acknowledge receipt of your letter of September 28, 1950, with a check for the sum of $2532.00 enclosed, covering the account of Mr. T. O. Hilger of Unity, for work performed on the Unity Junction Section of the John Day Highway. We thank you very much for this check, and as soon as the same is cleared through the bank of Eugene, we will take what steps are necessary to clear the matter with the Secretary of State.

Incidently, neither Mr. Calkins nor the Western Construction Company have to this date made any attempt to pay the claim.

Yours very truly,

DUNN & JACKSON

W. L. J.
William L. Jackson

WLJ:dlb

cc: State Highway Commission
Salem, Oregon

cc: Mansfield & Co.
Portland, Oregon

11-1-50 C

LOG LITING
RECEIVED

E. C. SWAGGART CO.

GENERAL CONTRACTOR

[redacted]

EUGENE, OREGON

September 28, 1950

Dunn & Jackson
Attorneys at Law
Miller, Oregon.

3207

Gentlemen;

We are enclosing our check for $ 2532.00 for payment of the claim of your client, Mr. T. G. Hilger, against Western Construction Co.

We had heard nothing of this claim since referring your inquiry of Aug. 15th to Mr. Loyd Calkins who was responsible for this part of the job and we assumed that it had been settled.

In case either Mr. Calkins or Western Construction Co. should have made payment, will you please return our check .

Yours very truly

E. C. Swaggart Co.

cc- State Highway Commission
Salem, Oregon

cc- Mansfield & Co.
Portland, Oregon.

[illegible]TED ON C[illegible]
11-1-50 R

AUSTIN DUNN
WILLIAM L. JACKSON

DUNN & JACKSON
ATTORNEYS AT LAW
BAKER STATE BANK BUILDING
BAKER, OREGON
TELEPHONE 666

September 27, 1950

H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

You will find enclosed a copy of the Notice of Claim which is filed by my partner, Mr. Jackson, with the Secretary of State. He inadvertently overlooked sending this copy to you at the time he made the filing.

We have received the enclosures together with your letter of September 25.

Mr. Jackson is preparing a Complaint which we anticipate will be filed shortly.

If there are other steps which we should take, I would appreciate your so informing me.

With the best of personal regards, I am,

Very truly yours,

DUNN & JACKSON

Austin Dunn

AD:dlb

Enc.

N O T I C E

TO: THE STATE OF OREGON (acting by and through the Oregon State Highway Commission)

Notice hereby is given that the undersigned, T. G. Hilger of Unity, Oregon, has a claim for 211 hours of work performed by a D-8 Caterpiller and operator at an agreed rate of $12.00 per hour, between May 15 and July 10, 1950, both dates inclusive, said work being performed at the special instance and request of the Western Construction Company on the John Day Highway under contract No. 3207, in Baker County, and in the total sum of $2532.00 against the bond taken from F. C. Swaggart Co., 1432 West Sixth Ave., Eugene, Oregon, as principal, and the General Casualty Co. of America as surety, for the work of grading and surfacing said Unity Junction Section of the John Day Highway.

Dated at Baker, Oregon, this 22nd day of September, 1950.

/s/ T. G. Hilger
T. G. HILGER

STATE OF OREGON
County of Baker, ss.

I hereby certify that the above Notice is a true and correct copy of the Original Notice presently on file with the Secretary of State and of the whole thereof.

William Jackson
Of Attorneys for T. G. Hilger

RECEIVED
SEP 28 1950
FOR FILING

1-42.4
3207

Mrs Lewis

September 26, 1950

General Casualty Company of America
Mansfield and Company
302 Lewis Building
Portland 4, Oregon

Gentlemen:

Attached hereto is a copy of a claim filed with the Secretary of State by T. G. Hilger against Western Construction Company a sub-contractor for E. G. Sunggart on State Highway Contract No. 3207 for grading and surfacing the Forest Boundary-Unity Junction Section of the John Day Highway in Baker County. This claim is in the total sum of $2,532 for rental of a D-6 Caterpillar tractor with operator.

This information is provided as the General Casualty Company of America appears as surety on the bond furnished in connection with Contract 3207.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:wd
Attach.

cc - General Casualty Company of America
General Insurance Building
Seattle 5, Washington
Attn: Surety Department

Mr. E. G. Sunggart
2592 Friendly Street
Eugene, Oregon

1-2-2-5C

COPY

NOTICE

TO: THE STATE OF OREGON (acting by and through the Oregon State Highway Commission)

Notice hereby is given that the undersigned, T. G. Hilger of Unity, Oregon, has a claim for 211 hours of work performed by a D-8 Caterpiller and operator at an agreed rate of $12.00 per hour, between May 15 and July 10, 1950, both dates inclusive, said work being performed at the special instance and request of the Western Construction Company on the John Day Highway under contract No. 3207, in Baker County, and in the total sum of $2532.00 against the bond taken from E. C. Baggart Co., 1432 West Sixth Ave., Eugene, Oregon, as principal, and the General Casualty Co. of America as surety, for the work of grading and surfacing said Unity Junction Section of the John Day Highway.

Dated at Baker, Oregon, this 22nd day of September, 1950.

T. G. HILGER
T. G. HILGER

DUNN & JACKSON
Attorneys at Law
Baker State Bank Building
Baker, Oregon
Phone 666

ENDORSED
File No. 3232
Filed, September 25, 1950
EARL T. NEWBRY, Secretary of State

RECEIVED
SEP 28 1950
FOR FILING

1-4214
3207

3207 Mistakes

September 26, 1950

Hon. Earl T. Newbry
Secretary of State
C a p i t o l

Dear Sir:

We acknowledge with thanks your letter of September 25 to which was attached three copies of a claim previously filed with your office by T. G. Hilger against Western Construction Company, sub-contractor for E. C. Swaggart Company under State Highway Contract 3207.

This claim is in the sum of $2,532 for tractor rental and bears your file No. 3232.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:ml

NOTED ON CARD
2-26-51 JC

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

Sept. 25, 1950

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

We have received from Dunn & Jackson, attorneys, Baker, and filed as of this date a notice of claim by T. G. Hilger, for work performed in the sum of $2,532.00, against the bond taken from E. C. Swaggart Co. principal, and the General Casualty Co. of America as surety, for the work of grading and surfacing said Unity Junction Section of the John Day Highway, State Highway Contract No. 3207, our file No. 3232.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies for our records.

Very truly yours,

Earl T. Newbry

Secretary of State

NF:M
Enc.

RECEIVED
1950
OREGON
HIGHWAY COMMISSION

NOTED ON CARD

RECEIVED
OCT 2 1950
FOR FILING

3207

Miss Lewis

1-4214

3207

September 26, 1950

Mr. Oliver E. Moore
1424 "C" Street
Springfield, Oregon

Dear Mr. Moore:

Your letter addressed to Mr. H. G. Smith concerning your claim against Loyd Calkins for rental of a truck on the highway project between Prairie City and Unity has been referred to this office for reply. You show your claim as being in the amount of $203.54 less the value of 172 gallons of gasoline at current tank wagon price. From the description given it appears that the contract on which your truck worked is State Highway Contract No. 3207 awarded to E. G. Swaggart for grading and surfacing the Forest Boundary-Unity Junction Section of the John Day Highway in Baker County. Our records disclose that Loyd Calkins and Company acted as sub-contractor on this project. The principal contractor, E. G. Swaggart, has furnished a performance bond on this contract which assures completion of the work and payment of all bills incurred in connection with the contract. The State does not recognize sub-contractors but looks to the principal contractor as to responsibility in the contract.

The General Casualty Company of America is the surety on this job and their agent in this instance is Mansfield and Company, 302 Lewis Building, Portland 4.

Your claim as we have received it will be noted in our records and we will advise the contractor and the surety that it has been received.

If you feel it is necessary to protect your claim for a period longer than six months following the completion of the contract and acceptance by the Commission it is suggested that you file your claim with the Secretary of State. An excerpt from the Oregon laws is attached outlining the necessary procedure.

For your information this contract was completed on September 7 but has not yet been accepted by the Commission and final payment has not been made.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

FAQ:md

Secretary

FILED BY MAIL
9-26-50

Prairie City Ore
Oct 23, 1950

Mr H. J. Smith
Highway Dept
Salem Ore.

Dear Sir On August 7th to 13th inclusive I was employed by the Loyd Calkins Const. Co. on the highway project ~~the~~ then under construction between Prairie City and Unity as a trucker. I furnished a dump truck with driver at an agreed price of $5.00 per hour.

I have been able to collect from the above mentioned firm the amount of $14.26 paid for drivers wages. I have been unable to contact Mr Calkins nor effect a settlement of my claim and am asking your assistance in making a final settlement with Mr Calkins prior to final payment

On this contract with the
Highway commission
My claim is as follows
69 Hours Truck hire @ $5.00 345.00
Less drivers wages paid 141.46
203.54

Less 172 gallons gasoline at
current tank wagon price
price per gallon not definitely stated

Thanking you in advance for
any assistance you may be able
to offer

I am
Yours Truly
Oliver E. Moore
1424 "E" St
Springfield Ore

P.S. The current tank wagon price
for gasoline in this locality is
22.7 cents per gallon

NOTED ON CARD
2-26-5

RECEIVED
OCT 2 1950
FOR FILING

1-4214

3207

September 26, 1950

General Casualty Company of America
Mansfield and Company
302 Lewis Building
Portland 4, Oregon

Gentlemen:

Mr. Oliver E. Moore, 1424 "C" Street, Springfield, Oregon, has presented a claim to this office. His claim, he states, is against Loyd Calkins and Company for rental of a truck on the highway project between Prairie City and Unity. He advises that the amount of the claim is $203.54 less the value of 172 gallons of gasoline at current tank wagon price.

Our records show that Loyd Calkins and Company acted as a sub-contractor for E. C. Swaggart on State Highway Contract 3207 for grading and surfacing of the Forest Boundary-Unity Junction Section of the John Day Highway in Baker County. It appears that Mr. Moore's claim is in connection with this contract.

This information is provided as the General Casualty Company of America appears as surety on the bond furnished with Contract 3207.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

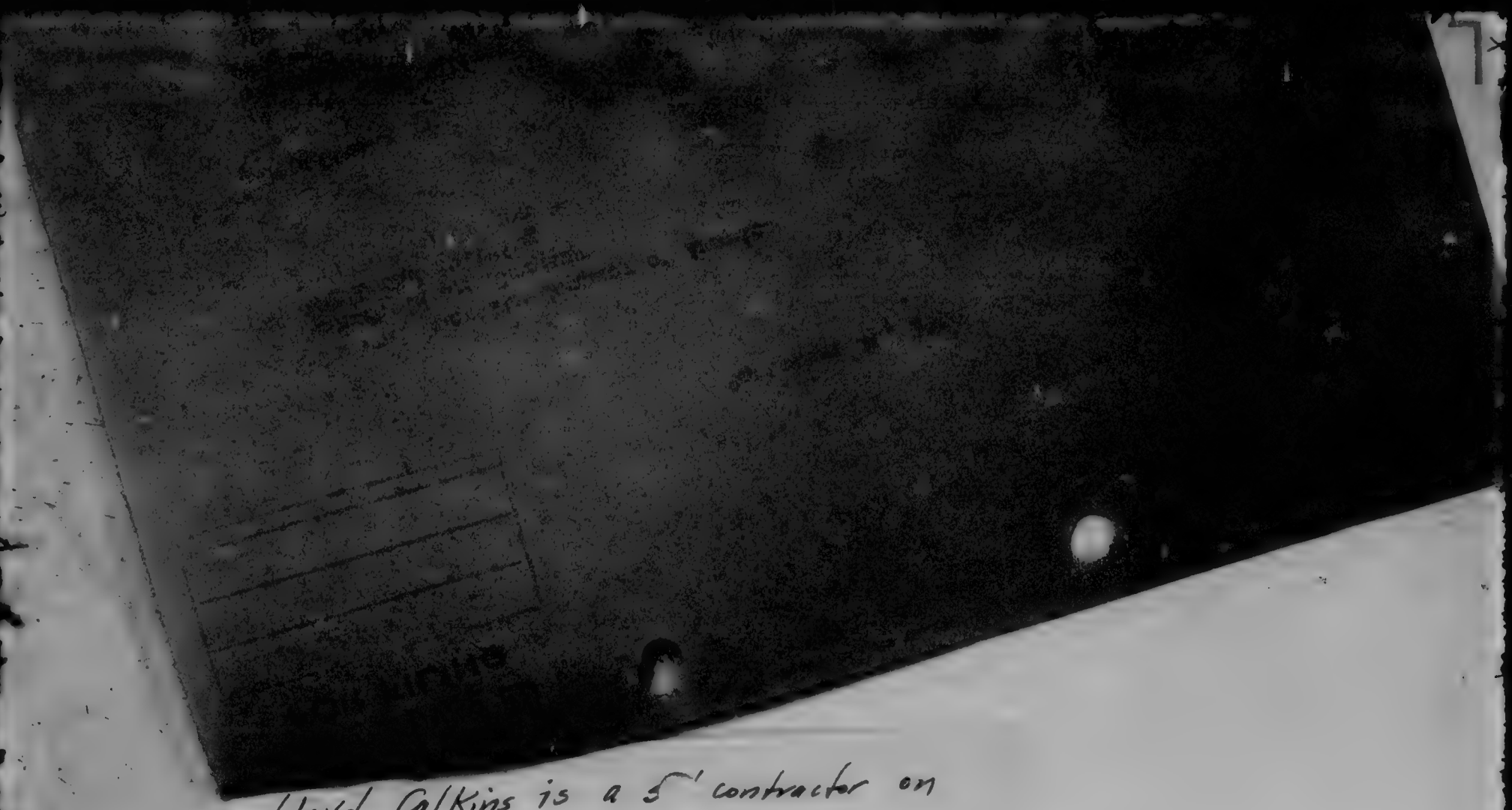
Secretary

FAQ:md

cc - General Casualty Company of America
General Insurance Building
Seattle 5, Washington
Attn: Surety Department

Mr. E. C. Swaggart
2592 Friendly Street
Eugene, Oregon

NOTED ON CARD
9-26-50



Lloyd Calkins is a S' contractor on
E.C. Swaggert's contract #3207, Forest
Bdry- Unity Junction
Job was completed Sept 7, 1950 and
final received for checking Sept 15, 1950
Time extension previously Granted 7-31-50 to 8-31-50
" " Needed 9-1-50 to 9-7-50
"

RECEIVED
OCT 6 1950
FOR FILING

I-4214

3207

3207 Wm Lewis

September 25, 1950

Dunn & Jackson
Attorneys at Law
Baker State Bank Building
Baker, Oregon

Attention: Mr. William L. Jackson

Gentlemen:

This is to acknowledge your letter of September 22nd concerning the claim of T G. Hilger against Western Construction Company, a subcontractor to E. C. Swaggart on State Highway Contract No. 3207. This claim, according to the affidavit you enclosed, is in the sum of $2,532 for rental of a D-8 Caterpillar tractor.

As requested there is enclosed a certified copy of the contract and bond which was awarded to E. C. Swaggart for grading and surfacing the Forest Boundary-Unity Junction Section of the John Day Highway in Baker County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md
Enc.

NOTED ON CARD

AUSTIN DUNN
WILLIAM L. JACKSON

DUNN & JACKSON
ATTORNEYS AT LAW
BAKER STATE BANK BUILDING
BAKER, OREGON
TELEPHONE 666

September 22, 1950

3207

State Highway Commission
Salem
Oregon

Gentlemen:

We are enclosing herewith the affidavit of Mr. T. G. Hilger, in which he sets out the basis for his claim in the sum of $2532.00 for work performed on the Unity Junction Section of the John Day Highway for which he has not been paid. On behalf of Mr. Hilger we request that he be furnished with a copy of the contract covering said work and the bond.

Thanking you very much for your courtesy, we remain,

Yours very truly,

DUNN & JACKSON

William L. Jackson
William L. Jackson

WLJ:dlb

Enc.

RECEIVED
STATE HIGHWAY COMMISSION

Secretary

send certified copy of contract & bond
prepare usual letter

A F F I D A V I T

STATE OF OREGON)
) ss.
County of Baker)

I, T. G. Hilger, being first duly sworn on oath depose and say:

That between the dates of May 15 and July 10, 1950, I furnished a D-8 Caterpiller and operator for a total of 211 hours at an agreed rate of $12.00 per hour, for work on the Unity Junction Section of the John Day Highway under contract No. 3207, in Baker County. That this work was performed at the special instance and request of the Western Construction Company by and through Hal Bryden.

That I have received no payment for said work and that there remains due and owing to me the sum of $2532.00 for said work. That I have often requested that I be paid for said work, but that the Western Construction Company which is a sub-contractor on said job has failed, refused and neglected to pay the said sum or any part thereof.

That I have also requested the general contractor, E. C. Swaggert Company, to pay said sum, but the said E. C. Swaggert Company has failed and refused to do so.

T G Hilger

Subscribed and sworn to before me this 22nd day of September, 1950.

William L Jackson
Notary Public for Oregon

My Commission Expires:
10/20/52

DUNN & JACKSON
ATTORNEYS AT LAW

RECEIVED
OCT - 6 1950
FOR FILING

1-4214

3207

September 25, 1950

Mansfield and Company
302 Lewis Building
Portland 4, Oregon

Gentlemen:

We have today received an affidavit of claim from Dunn & Jacksen, Baker State Bank Building, Baker, Oregon, who represent Mr. T. C. Hilger. Mr. Hilger's claim is in the sum of $2,532.00 against Western Construction Company, subcontractor to E. C. Swaggart on State Highway Contract No. 3207 for grading and surfacing the Forest Boundary-Unity Junction Section of the John Day Highway in Baker County. Mr. Hilger's claim is for rental of a D-6 Caterpillar and operator for a total of 211 hours at $12.00 per hour, and the affidavit states that the rental was ordered by Mr. Hal Bryden for the Western Construction Company.

This information is provided as the General Casualty Company of America appears as surety on the bond executed in connection with Contract 3207.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

cc - General Casualty Company of America
General Insurance Building
Seattle 5, Washington
Attn: Surety Department

Mr. E. C. Swaggart
2592 Friendly Street
Eugene, Oregon

RECEIVED
SEP 21 1950
FOR FILING

1-4214

3207

September 20, 1950

General Casualty Co.of America
Mansfield & Co., Agent
302 Lewis Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to make semi-final payment to E. C. Swaggart on contract No. 3207, covering the Forest Boundary-Unity Junction Section of the John Day Highway in Baker County. This payment, in the amount of $11,859.23, will be made on or after September 30, 1950. The retained percentage is $5,717.84.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: General Casualty Co.of America
General Insurance Bldg.
Seattle 5, Wash.
Attn.: Surety Dept.

NOTED ON CARD

Form E-1—636—2-50 FINAL

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

FINAL

Section: Forest Boundary-Unity Junction

Highway: John Day

Contractor: E.C.Swaggart

Date of contract: August 2, 1949, 19

Date work started: September 28, 1949, 19

Amount of contract: $182,677.00

Estimated cost of completed project, exclusive of engineering: $182,677.00

Per cent of contract completed, based on total contract price: 100 %

Engineering cost to date: $ 14,000.00, 7.5 %

For Week Ending: Sept. 8, 1950, 19

Kind of work: Grad., Surf. & Oiling

Section prefix: 1-4214

Contract number: 3207

Date of completion: July 31, 1950, 19

Estimated date of completion: Sept. 7, 1950, 19

Per cent of time elapsed: 100 %

Date project was completed: September 7, 1950, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Blade broomed oiled surface all week and smoothed slopes and ditches, stockpile sites and quarry site.

6 men cleaning off rocks from slopes, covering waste oil along road, cleaning up paper used for oil shots and cleaning out pipes and ditches.

NOTED
H. W. LIBBY

RECEIVED
OFFICE
CONSTRUCTION ENGINEER

NOTED
E. M. [illegible]

Signed: Kevin Laughlin

Address: Baker, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

NOTED
B. A. MARTIN

FINAL

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	6.45	6.45			
Miles partially completed					
Miles completed	6.45	6.45			
Total estimated quantities	Gen. Exc. 75,000.9 Spec. Bor. 10,000.	29,800	6,500	400 ton Asph. 4,200 Aggr.	
Estimated quantities moved or placed to date	74,452	31,750	7,174.4	400 ton Asph. 4,687 Aggr.	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day				1	
Hours per shift				8	
Average force on project for week				10	

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM				OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY			
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ...1....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheep-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday			
Saturday			

State Printing Dept. 30042

RECEIVED
JUL 20 1950
FOR FILING

1-4214

3207

July 19, 1950

Mr. E. C. Swaggart
2592 Friendly St.
Eugene, Oregon

Dear Sir:

The State Highway Commission, at its meeting on July 11, 1950, had under discussion your request for an extension of time of 30 days, from July 31, to August 31, 1950, within which to complete your contract No. 3207 covering the Forest Boundary--Unity Junction Section of the John Day Highway in Baker County.

The Highway Commission granted your request, however, you are to be assessed engineering charges from July 31, 1950 until the date of completion as penalty. I was also instructed to inform you that the Commission, in arriving at its decision, considered but did not necessarily adopt either the recommendation of the engineer or the reasons given by you for failure to complete the project within the specified time.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: E. F. Chidsey,
Division Engineer

Kevin Laughlin,
Resident Engineer

R. G. Smith

NOTED ON CARD
7-19-50 JP

RECEIVED
JUN 28 1950
FOR FILING

1-4214
3207

June 27, 1950

Request for Extension of
Time - No. 6
July 10-11 meeting

Oregon State Highway Commission

Gentlemen:

Herewith a request from L. C. Sargent for an extension of time on Contract No. 3207, Forest Boundary-Unity Junction Section of the John Day Highway, from July 31, 1950 to August 31, 1950.

The State will not suffer any serious inconvenience as a result of the added time, except that additional engineering costs will be incurred.

I would recommend that the extension be granted and that the contractor be assessed engineering charges from July 31, 1950 until the date of completion.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.

EAP:es

cc: W. C. Williams
H. G. Smith

RECEIVED
MAY 31 1950
FOR FILING

1-4214
3207

April 26, 1950

E. C. Swaggart Co.
2592 Friendly St.
Eugene, Oregon

NOTED
W. C. WILLIAMS

Attention: Mr. Frank A. Schultz

Gentlemen:

Reference is made to your letter dated April 27, 1950, regarding payments for aggregates on Estimate No. 6, Contract No. 3207, Forest Boundary-Unity Junction Section in Baker County.

From the prices you quote of $1.90 and $2.30 we assume you refer to crushed rock in stockpile, items 21 to 24 inclusive and allowance for oiling aggregates produced and on hand for oiling.

The $1.90 is the contract price for crushed rock in stockpile. The $2.30 for aggregates is allowance for materials on hand, and is the figure supplied by our Engineer to cover not over 90 per cent of the cost of producing, hauling and stockpiling aggregates to be used in oiling. The higher price on the aggregates is assumed, in this office, to be based on longer haul.

The contract price for furnishing and placing aggregates is $3.75. The difference between the contract price and the allowance paid is $1.85. This will be paid when the aggregates are used in the oiling.

Explanation for allowances is given in Allowances for Materials on Hand, under INSTRUCTIONS, which are printed on the Monthly Estimate forms.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Asst. State Highway Engineer

cc: Kevin Laughlin
WCW:md

E. C. SWAGGART
GENERAL CONTRACTOR
TELEPHONE 2784-W
2592 FRIENDLY STREET
EUGENE, OREGON

April 27, 1950

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

On our contract number 3207, estimate No. 6, job 1-4214, I'd like to know why the difference on the aggregates of $1.90 and $2.30, that was paid us per your estimate No. 6.

I have just started as the accountant and I am in the dark as to the difference.

I would appreciate a immediate reply so that I may make the proper distribution.

Thank you for this consideration.

Yours truly,

E.C. SWAGGART CO.

By Frank A. Schultz
Frank A. Schultz

RECEIVED
JAN 16 1950
FOR FILING

1-4214

3207

January 13, 1950

Mansfield & Co.
Lewis Building
Portland 4, Oregon

Dear Charlie:

As requested in your letter of January 12, we are today forwarding subcontract forms to E. C. Swaggart in Eugene for use on the Forest Boundary job in which Loyd Calkins Company is subcontracting some work for Swaggart.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

PAQ:md

cc - Mr. E. C. Swaggart
1432 West Sixth Avenue
Eugene, Oregon

MANSFIELD & CO.

SURETY BONDS — GENERAL INSURANCE
LEWIS BUILDING TELEPHONE AT 0191
PORTLAND 4, OREGON

CHAS. A. MANSFIELD
BEACON 1360
L. W. NEFF
GARFIELD 0270
A. G. MANSFIELD
BEACON 4048

January 12, 1950

H. G. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Herb:

Will you please forward to me subcontract forms for use on the Unity Forest Boundary for the subcontract which Loyd Calkins Company has with E. C. Swaggart.

If you wish you may forward these direct to E. C. Swaggart, 1432 W. 6th Avenue, Eugene, Oregon.

Kindest regards.

Yours very truly,

Charlie

MANSFIELD & CO.

CAM:bjd

RECEIVED
JAN 18 1950
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 22 1949
FOR FILING

1-4214
3207

August 22, 1949

Mr. E. C. Swaggart
1432 W. 6th Ave.
Eugene, Oregon

Dear Sir:

We enclose herewith a fully executed copy of contract No. 3207, which was awarded to you on August 2, 1949 by the State Highway Commission, for grading and surfacing on the Forest Boundary-Unity Junction Section of the John Day Highway in Baker County. This copy is for your records and files.

An executed copy of the above contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

Recorded _____

RECEIVED
AUG 3 1949
FOR FILING

1-4214

3207

August 3, 1949

Mr. E. C. Swaggart
292 Friendly Avenue
Eugene, Oregon

Dear Mr. Swaggart:

The State Highway Commission on August 2, 1949, awarded you the contract for grading, surfacing, and oiling on the Forest Boundary-Unity Junction Section of the John Day Highway, in Baker County. This award was based on your low bid of $182,677 submitted on that date.

Contract forms will be forwarded to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

cc

cc - Mr. S. V. Probert

18-1047 Klamath Falls (First Ave.-Esp. 1949
St.) Roadside Improvement on
#3208 K. Falls-Malin Hwy.

NO.	AREAS		
	AREAS CHECKED		

PORTLAND

50'

26'

26'

4'

12" Storm Sewer

12" San. Sewer

98.3'

R.20'

73+06.3

50'

134'

STREET

R.20'

34'

34'

25'

60'

73+47.2 P.S.

12" San. Sewer

R.R. & Hwy. Right of Way Line

16' Dedicated Railroad

Tangent

75'

12" Storm Sewer

5' Cont. Int.

50'

50'

55'

Const. Integral Curb & Gutter

DOLORES

AVE.

R/W Line

400' Spiral SΔ 8°

Manhole

34'

12" San. Sewer

Inst. Right of Way Posts

Tangent

80' Const. Catch Basin Inst. 8" Sewer Pipe 25'

77+47.2 P.S.C.

55'

R.20'

25'

60'

4° C.L. TΔ 19°02' Ts. 440.8'

MELROSE

STREET

+23

12"

R.20'

78+23.0 P.C.S.

+00 Adjust Manhole

T. 38 S. R. 9 E. W. M.
KLAMATH FALLS

E.

STREET

MELROSE

ST.

EARLE

ALAMEDA

AV

Const. Catch Basin
Inst. 8" Sewer Pipe 25'

77+47.2 P.S.C.

Δ 4° C.L.
TΔ 19°02'
Ls. 440.8'

60'
25'
R.20'
55'
50'

78+23.0 P.C.S.
+00 Adjust Manhole
Const. Catch Basin
+20 Inst. 12" Sewer Pipe 110'
Const. Conc. Spillway (Extra Work)

+00 Const. Catch Inlet
Install 8" Sewer Pipe 70'

+00 Const. 12' Conc. Driveway
+15 Const. 12' Conc. Driveway
400' Spiral
SΔ 8°

+00 Remove 2 Catch Basins
+10 Const. 12' Conc. Driveway
Const. 2 Catch Basins
+73 Inst. 12" Sewer Pipe 100'
(Const. Conc. Spillway (Extra Work)
+95 Adjust Manhole
+07 Const. Catch Basin
Inst. 8" Sewer Pipe 35'

82+23.0 P.R.T.
+45 Const. 12' Conc. Driveway

60'
25'
R.20'

R/W Line

Integral Curb & Gutter

34'
12" San. Sewer

Remove Conc. Curbs & Warrenite Pvt.

80
80

Const. Bitum

Tangent
Install Sight Posts

12"
34'
12"C.

Construct I

+23

Const. Reinf. Conc. Partial Viaduct 237.6'
See Br. Drgs. No. 8785 to 8789 incl.

+60.6

75'

Salvage Woven Wir
Sta. 78+23 to Sta. 80
Sta. 85+75 to Sta. 8

U. S. R. S

St Manhole

KLAMAT
K

FED. ROA
Div. No.
8

ST.

EAR

AMEDA AVE.

Const. 2 Catch Basins
+73 Inst. 12" Sewer Pipe 100'
(Const. Conc. Spillway (Extra Work)
+95 Adjust Manhole
+07 Const. Catch Basin
Inst. 8" Sewer Pipe 35'

82+23.0 R.T.
+45 Const. 12' Conc. Driveway

83+17.8 P.S.

200' Spiral
SΔ 8°

+90 Const. 12' Conc. Driveway

85+17.8 P.S.C.

Const. Conc. Spillway (Extra Work)
Const. Catch Basin
+65 Inst. 12" Sew. Pipe 30'
Const. Catch Basin
+90 Inst. 8" Sewer Pipe 75'
86+10 Remove Catch Inlet

STREET

Move Fire Hydrant

+40 Adjust Manhole

86+85.6 P.C.S.

200' Spiral
SΔ 8°

Remove Curb

Rem. Conc. Walk

Const. Bit. Macadam Surf.

Const. Curb

Inst. 30" Sewer

Raised Traffic Markers

Const. Bituminous Macadam Surface

Sprinkler Heads (in place)

Canal R/W Line

Construct Integral Curb & Gutter

Existing Woven Wire Fence - Steel Posts

Salvage Woven Wire Fence on R.
Sta. 78+23 to Sta. 80+61 - 250'
Sta. 85+75 to Sta. 86+05 - 30'

Salvage Sprinkling System on R.
Approx. Sta. 80 to Sta. 86
(Extra Work)

Install 2" Galv. Rigid Conduit. (Bend up and cap both ends)

U. S. R. S. CANAL

Adjust and Reinf. Conc.

KLAMATH FALLS (FIRST AVE.-ESPLANADE ST.) SEC. KLAMATH FALLS - MALIN HWY. KLAMATH COUNTY				SHEET No. 8
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	STATE		See Index

Revised July 16-1947

200' Spiral SΔ 8°

90 Const. 12' Conc. Driveway

85+17.8 P.S.C.

(Extra Work)

Const. Conc. Spillway
Const. Catch Basin 30'
Const. 12" Sew. Pipe
Inst. 12" Sew. Basin
Const. Catch Pipe 75'
Inst. 8" Sewer Catch Inlet
Remove Catch Inlet

8° C.L.
TΔ 29°25½'
T= 288.6'

65

90

86+10

STREET

Move Fire Hydrant

R.28'

80'

25'

40 Adjust Manhole

86+85.6 P.C.S.

200 Spiral SΔ 8°

88+85.6 P.T.

00

R.55'

25'

34'

Remove Curb

Rem. Conc. Walk

Const. Bit. Macadam Surf.

Const. Curb

Install Sight Posts

SOUTH END OF CONTRACT STA 88+00

P.S. 88+00.5

15'

15'

55'

23'

James St.

27'

34'

85

8"

12"

Sprinkler Heads (in place)

Fence-Steel Posts

R.55'

Adjust and Widen Reinf. Conc. Bridge 81'

18'

5'

27'

27'

5'

5'

30'

5'

R.10'

ised Traffic Markers

ce

ne

rage
ng System on R.
Sta. 80 to Sta. 86
xtra Work)

Install 2" Galv. Rigid Conduit. (Bend up and cap both ends)

PLANTING

Const. Integral Curb & Gutter

R.R. & Hwy R/W Line

PROPOSED RAILROAD DEVELOPMENT

15'

15'

50'

50'

34'

12" San. Sewer

Tangent

Install Sight Posts

Adjust Manhole

PORTLAND

ALAMEDA AVE.

NO.

AREAS CHECKED

Remove Conc. Curbs & Warrenite Pvt.

ALAMEDA

Const. Bitu

34'

12" San. Sewer

Tangent

Install Sight Posts

12"

12"

12" C.

Construct

Const. Reinf. Conc. Partial Viaduct 237.6'
See Br. Drgs. No. 8785 to 8789 incl.

+23

+60.6

80

80

75'

75'

Salvage Woven W
Sta. 78+23 to Sta
Sta. 85+75 to Sta

U. S. R.

Adjust Manhole

SOUTHERN PACIFIC CO. RAILROAD

Tenite Pvt.

ALAMEDA

Const. Bituminous Macadam Surface

Sprinkler Heads (in place)

Canal R/W Line

Construct Integral Curb & Gutter

Existing Woven Wire Fence - Steel Posts

237.6'

+60.6

80

12'

75'

75'

Salvage Woven Wire Fence on R.
Sta. 78+23 to Sta. 80+61 - 250'
Sta. 85+75 to Sta. 86+05 - 30'

Salvage Sprinkling System on R. Approx. Sta. 80 to Sta. 86 (Extra Work)

Install 2" Galv. Rigid Conduit. (Bend up and cap both ends)

U. S. R. S. CANAL

12"

R. 55'

Canal R/W Line

LROAD

(Extra Work)

(Extra Work)

Sprinkler Heads (in place)

Canal R/W Line

Gutter

Wire Fence - Steel Posts

Salvage Sprinkling System on R. Approx. Sta. 80 to Sta. 86 (Extra Work)

Install 2" Galv. Rigid Conduit. (Bend up and cap both ends)

12"

R. 55'

81'

5' 27' 27' 5'

5' 30' 5'

Adjust and Widen Reinf. Conc. Bridge 81'

75'

SOUTH END O

R. 20'

MICHIGAN

38'

60' AVE.

Canal R/W Line

301'

ESPLANADE

Ret. Wall

R. 55'

Chlor. plant

Closed Street

80'

20' 20'

4'

(Extra Work)

OF CONTRACT

NOTE BOOK
NO.
OTTED
MPLATE
AREAS
AREAS CHECKED

75

AVED
6.00 V.C.
Edge of Pavement
Short O.H. 4900 Yd. Sta
27.1-
+80 Adjust Manhole
Long O.H. 545 C.Yd. Sta
Construct Catch Basin
Inst. 8" Sewer Pipe 25'
Str. Exc. 3 c.y.
+80 Adjust Manhole
4+33.21 Construct Catch Basin
+00 Inst. 12" Sewer Pipe 110'
Const. Concr. Spillway (Extra Work)
Str. Exc. 20 c.y.
+23
4.00 V.C.

+80 Adjust Manhole

Construct Catch Basin
Inst. 8" Sewer Pipe 25'
Str. Exc. 3 c.y.

+80 Adjust Manhole
Construct Catch Basin

+00 Inst. 12" Sewer Pipe 110'
Const. Concr. Spillway (Extra Work)
Str. Exc. 20 c.y.

Const. Catch Inlet
+00 Install 8" Sewer Pipe 70'
Str. Exc. 9 c.y.

Const. Reinf. Conc. Partial Viaduct 237.6'
See Br. Drgs. No. 8785 to 8789 incl.

+00 Remove 2 Catch Basins

Construct 2 Catch Basins
Inst. 12" Sewer Pipe 100'
+73 Const. Conc. Spillway (Extra Work)
Str. Exc. 11 c.y.
+95 Adjust Manhole
Const. Catch Basin
+07 Inst. 8" Sewer Pipe 35'
Str. Exc. 5 c.y.

400' V.C.

+29

+0.16

+06

Exc. 225
Emb. 190

Long O.H. 545 C-Yd. Sta

Emb. 685

80

+60.6

+00 Remove 2 Catch Basins

9'0"

Construct 2 Catch Basins
Inst. 12" Sewer Pipe 100'
+73 Const. Conc. Spillway (Extra Work)
Str. Exc. 17 c.y.
+95 Adjust Manhole
Const. Catch Basin
+07 Inst. 8" Sewer Pipe 35'
Str. Exc. 5 c.y.

Exc. 188
Emb. 159

400' V.C.

+434.33

Construct Catch Basin
Inst. 12" Sewer Pipe 30'
+65 Const. Conc. Spillway (Extra Work)
Str. Exc. 12 c.y.
Construct Catch Basin
+90 Inst. 8" Sewer Pipe 75'
Str. Exc. 17 c.y.
+10 Remove Catch Inlet

+35 Adjust Manhole

85

Exc. 188
Emb. 159

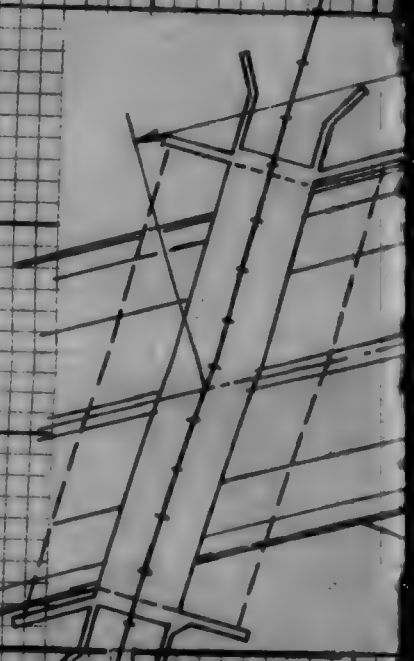
85

400' V.C.

4134.33

Construct Catch Basin
Inst. 12" Sewer Pipe 30'
+65 Const. Conc. Spillway (Extra Work)
Sft. Exc. 12 c.y.
+90 Construct Catch Basin
Inst. 8" Sewer Pipe 75'
Sft. Exc. 17 c.y.
+10 Remove Catch Inlet

+35 Adjust Manhole



9.0'

STA. 88+00 SOUTH END OF CONTRACT

IVY ST.

+00 Install 18" Pipe 182'
Const. Catch Inlet
Inst. 8" Sew. Pipe 6'

24'
30'
30'
24'
30'
100'

Const. Drain Ditch 150'

P.S.C. 31+81.2

R/W Line

NO. AREAS

T. 38S. R. 9E. W.M.

NOTE: Property Lines shown dashed indicate all subdivided areas shown are Hwy. Right of Way.

DEXTER

Construct Bituminous Macadam Surface

35

Median Strip

Construct Bituminous Macadam Surface

+40 Install 18" Pipe 184'
Const. Catch Inlet
Inst. 8" Sew. Pipe 6'

100'

R/W Line

Screen Planting to Edge of Bank

1° 30' C.R.
T 26° 32'
Ts 1101.0'

VAN

NE

...icate all
...ht of Way.

STREET

Sec. 20
Sec. 29

KLAM...

LEXINGTON

AVE.

...+40 Install 18" Pipe 184'
Const. Catch Inlet
Inst. 8" Sew. Pipe 6'

Remove Lamphole
Abandon 8" Sewer Pipe

...ituminous Macadam Surface

Strip

40

40+63

...ituminous Macadam Surface

8" Sewer Pipe

100'

...ank

1°30' C.R.
T = 26°32'
Ts 1101.0'

VAN NESS

R.R. and Hwy. R/W Line

KLAMATH FALLS (FIRST AVE.-ESPLANADE ST.) SEC. KLAMATH FALLS - MALIN HWY. KLAMATH COUNTY				SHEET No. 5
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	STATE		See Index

REET

AVE.

Sec. 20
Sec. 29

KLAMATH FALLS

LEXINGTON

AVE.

HAWTHORNE ST.

Remove Lamphole
Abandon 8" Sewer Pipe

8" Sewer Pipe

40+63

8" Sewer Pipe

45

24'
30'
30'
24'

R.R. and Hwy. R/W Line

8" Sewer Pipe

50.1

100'

24'

Const. Drain Ditch 150'

P.S.C. 31+81.2

R/W Line

Sc

B. M.
4195.30

On Iron Rod
100' to L.

Install 18" Pipe 182'
Const. Catch Inlet
Inst. 6" Sewer Pipe 6'
Str. Exc. 1 c.y. Tr. Exc. 2 c.y.

100'

4200

Const. Drain Ditch on R. 150'
Tr. Exc. 50 c.y.

800' V.C

4189.67

50'

R/W Line

Screen Planting to Edge of Bank

1°30'C.
T 26°3
Ts 1101.0

SOUTHERN PACIFIC CO. RAILROAD

2,150'

489.67'

800' V.C

ting to Edge of Bank

1°30' C.R.
T∆ 26°32'
Ts 1101.0'

VAN N

OUTHERN PACIFIC CO. RAILROAD

Install 18" Pipe 184'
and Catch Inlet
Install 8" Sewer Pipe 6'
Str. Exc. 30 c.y.

ave Manhole

R.R. and Hwy. R/W Line

8" Sewer Pipe

P.C.S. 45+90.1

4200

3930

Manhole

R.R. and Hwy. R/W Line

8" Sewer Pipe

24"

P.C.S. 45+50.1

Square Asphalt

NOTE BOO
NO.
AREAS
AREAS CHECKED

4200

4190

4180

Install 18" Pipe
Const. Catch Bas
Inst. 6" Sewer
Str. Exc. 1 c.y.

100

Const. Drain Ditch on R 150'
Tr. Exc. 50 c.y.

4189.67

800' V.C

143 °

Exc.
Emb.

Short O.H. 67170 Yd. Sta. Long O.H. 880 C-Yd. Sta.
From Sta. 13+90

Emb. 9437

30

Instal 18"Pipe 184'
Const. Catch Inlet
+40 Inst. 8" Sewer Pipe 6'
Str. Exc. 20 c.y.

Exc. 562
Emb. 474

35

40

Install 18"Pipe 184'
Constr. Catch Inlet
+40 Inst. 8" Sewer Pipe 6'
Str. Exc. 20 c.y.

Remove Lamphole

-0.98

Exc. 1349
Emb. 1137

Exc. 29970

40

Remove Humus

-0.98

4200

4190

4180

V.C.

Exc. 1349
Emb. 1137

Exc. 29970

To Sta 71+00

40

45

SUR...

NOTE BOOK NO._____

AREA...

AREAS CHE...

12' 12'

12' 12'

THIRD

15+77.9 P.T.

400' Spiral
5Δ 4°

AVE.

B

STREET

FOURTH

42' 42'

P.T. 18+26.2=
EQUATION

18+15.1 P.O.T.
Ahead

24' 30' 30' 24'

+45 Install 18" Pipe 172'
Const. Catch Inlet
Inst. 8" Sew. Pipe 6'

AVE.

A

T. 38S. R. 9E. W.M.

NOTE: Property Lines shown dashed indicate all subdivided areas shown are Hwy. Right of Way.

FOURTH

REET

AVE.

STREET

DEX

Construct Bituminous

Median Strip

Construct Bituminous

R/W Line

18+15.1 P.O.T. Ahead

+45 Install 18" Pipe 172'
Const. Cat. Inlet
Inst. 6" Sew. Pipe 6'

42'
24'
30'
20'

90'
105'

+343

T. 18+26.2=

UATION

A

R.9E. W.M.

s shown dashed indicate all
hown are Hwy. Right of Way.

STREET

Sec. 20

DEXTER

STREE

Construct Bituminous Macadam Surface

Median Strip

Construct Bituminous Macadam Surface

90'

105'

105'

115'

100'

R/W Line

+34.3

PS 27+81.2

KLAMATH FALLS (FIRST AVE.-ESPLANADE ST.) SEC. KLAMATH FALLS - MALIN HWY. KLAMATH COUNTY				SHEET No. 4
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS See Index
8	OREGON	STATE		

STREET

105'

115'

100'

PI 27+81.2

30

30'

24'

30'

24'

100'

400' Spiral
SA 3°

AREAS CHECKED

4230

4240

2.25%

+26.2 4231.44

EQUATION

+15.1 4231.44

AVE.

12' 12'

400' Spiral
5Δ 4°

42' 42'

P.T. 18+26.2=
EQUATION

24' 30' 30'

A

20

EQUATION

A

90'

105'

+343

Construct Bituminous Mac

R/W Line

TREE GROUP PLANTING TO EDGE OF

R.R. R/W

EQUATION

+262 / 423.64

+151 / 431.44

111.1

Median Strip

Construct Bituminous Macadam Surface

90'

105'

105'

115'

100'

P.I. 27+81.2

R/W Line

+343

+50

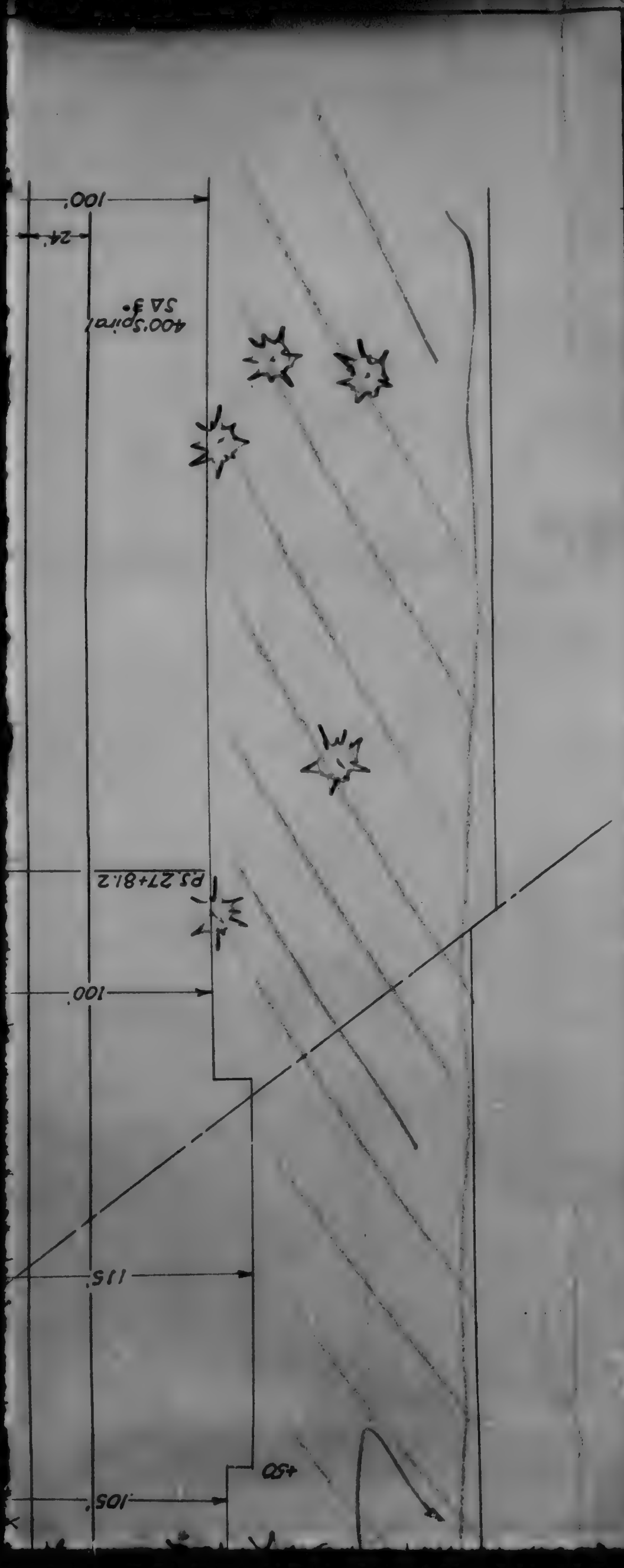
Grade Planting To Edge of Bank

R.R. R/W Line

B.M. 421.83

Ontario Road

90+12


100'
24'
400' Spiral
SA 3°
PS 27+81.2
100'
115'
105'
+50

NOTE BOOK
NO.
TEMPLATE
AREAS
AREAS CHECKED

15

From Sta. 14+10

Exc. 865'
Emb. 7292

+26.2*

+15.1

+45

Short O.H. 680 Yd. S.

Install 18" Pipe 172'
Const. Catch Basin
Inst. 8" Sew. Pipe 6'
Str. Exc. 4
Tr. Exc. 2

EQUATION

+26.2

+15.1

+45 Install 18" Pipe 172'
Const. Conch Basin
Insert 8" Saw Pipe 61'
Str. Exc. 4
Tr. Exc. 2

Exc. 490

Short O.H. 680 Yd. Sta.

Emb. 1293

Exc. 1352

Emb. 1139

20

-2.74

Short O.H. 130 Yd. Sta.

Exc. 3906
Emb. 3239

Emb. 413

Exc. 16
Emb. 14

25

-2.74

Short Q.H. 130 Yd Sta.

Exc. 3906
Emb. 3239

Emb. 413

Exc. 16
Emb. 14

25

186
188
180
180
176
174
172

POSSIBLE FUT

180

176

174

172

170

168

HWY R/W LINE

FIELD

SPORTS

45' FENCE

450' FENCE

170

174

D L E

F U T U R E

DELMORO ST.
UNIMPROVED

E X T E N S I O N

LEROY ST.

168

166

164

162

160

158

156

154

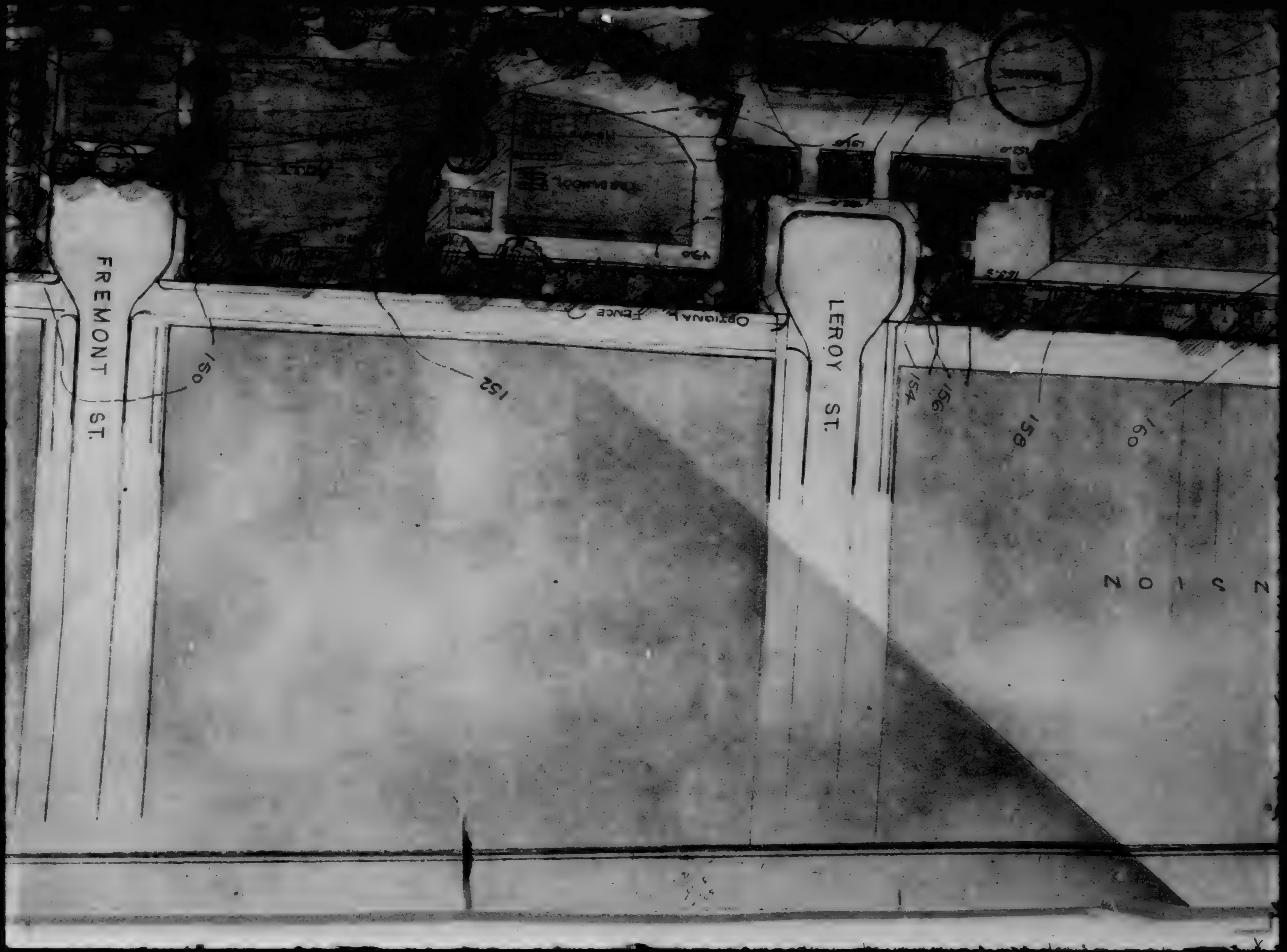
.L D

SPORTS

TENNIS

COURTS

450' FENCE


FREMONT ST.
LEROY ST.
150
152
154
156
158
160
NOISN

150

FREMONT ST.

150

148

146

144

RW7

MANZANITA ST.

MANZANITA ST.

ALLEY

PORTLAND ST.

DOLORES

DOLORES AVE.

PORTLAND ST.

GRASS

AVE.

AVE.

P A S S

CANAL

ALLEY

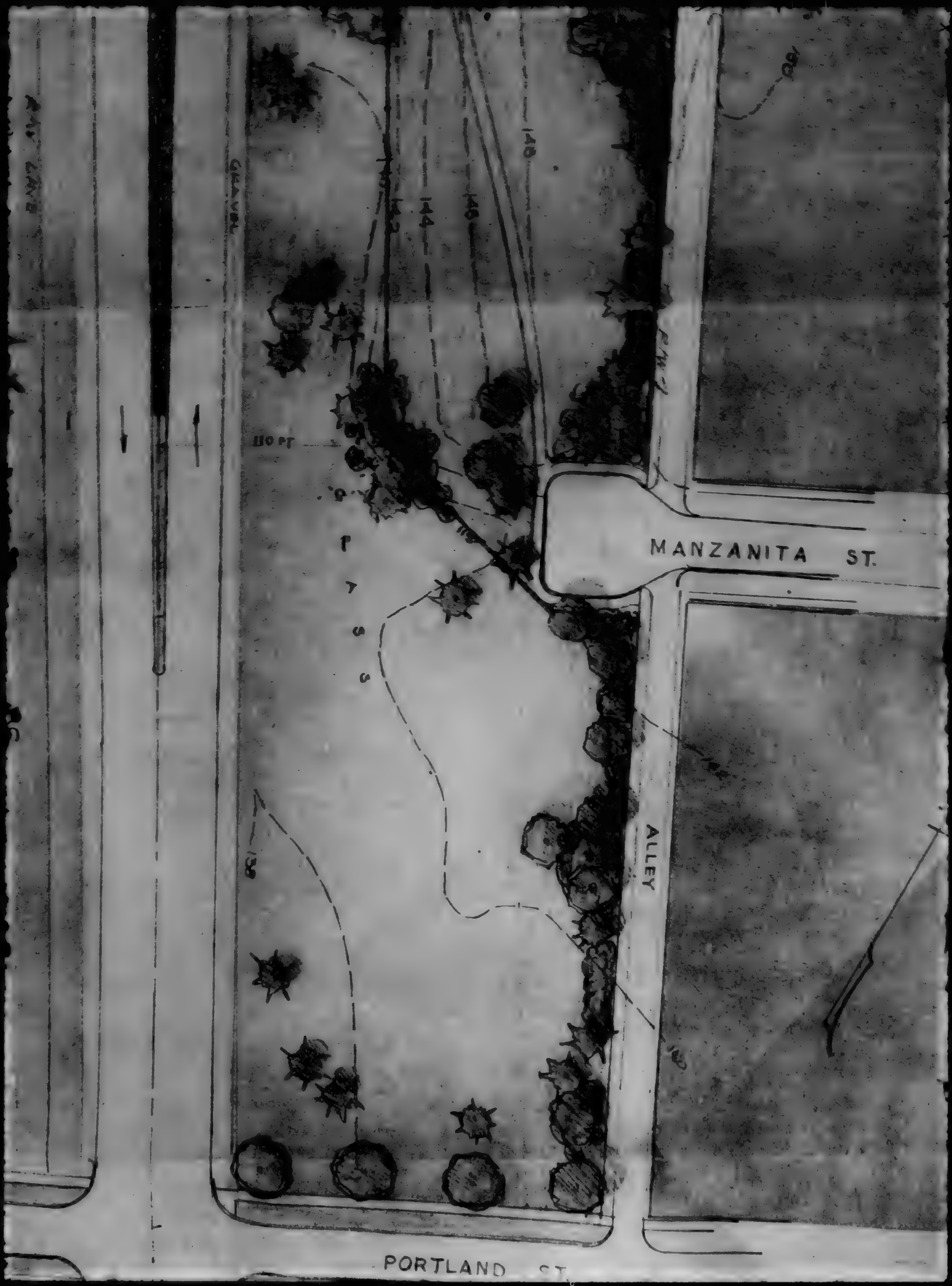
DOLORES AVE.

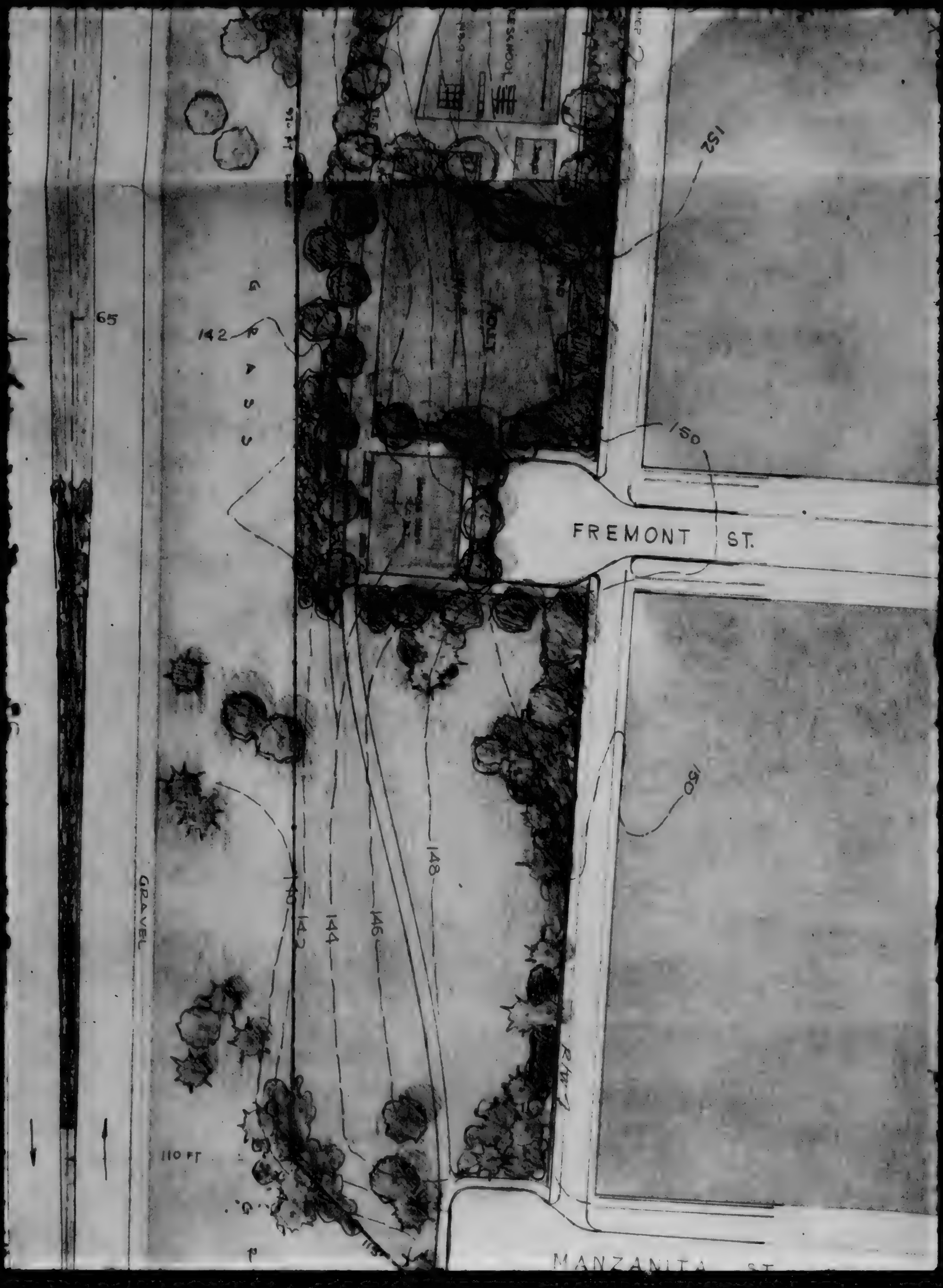
PORTLAND ST.

G R A S S

138

℄


GRAVEL
110 FT
MANZANITA ST.
ALLEY
PORTLAND ST.


65
142
152
150
148
146
144
142
150
FREMONT ST.
MANZANITA ST
GRAVEL
110 FT
R.W.
SCHOOL

EXTENSION

LEROY ST.

OPTIONAL FENCE

PLAY EQUIPMENT

PRESCHOOL

ADULT

WADING

970 FT FENCE

GRASS

NORTH BOUND US 9T

FUTURE

DELMORO ST
UNIMPROVED

EXTENSION

168
166
164
162
160
158
156
154

LEROY ST.

OPTIONA

TENNIS

COURTS

PLAY EQUIPMENT

PORTS

450' FENCE

WADING

110 FT

60

NORTH BOUND

US 97 SOUTHBOUND

POSSIBLE FUTURE

DELMORO ST.
UNIMPROVED

HWY R/W LINE

FIELD

SPORTS

TENNIS

COURTS

450' FENCE

185' FENCE

174

172

170

168

166

164

162

160

158

HWY R/W LINE

180

178

176

174

172

170

168

176

174

172

170

168

178

176

174

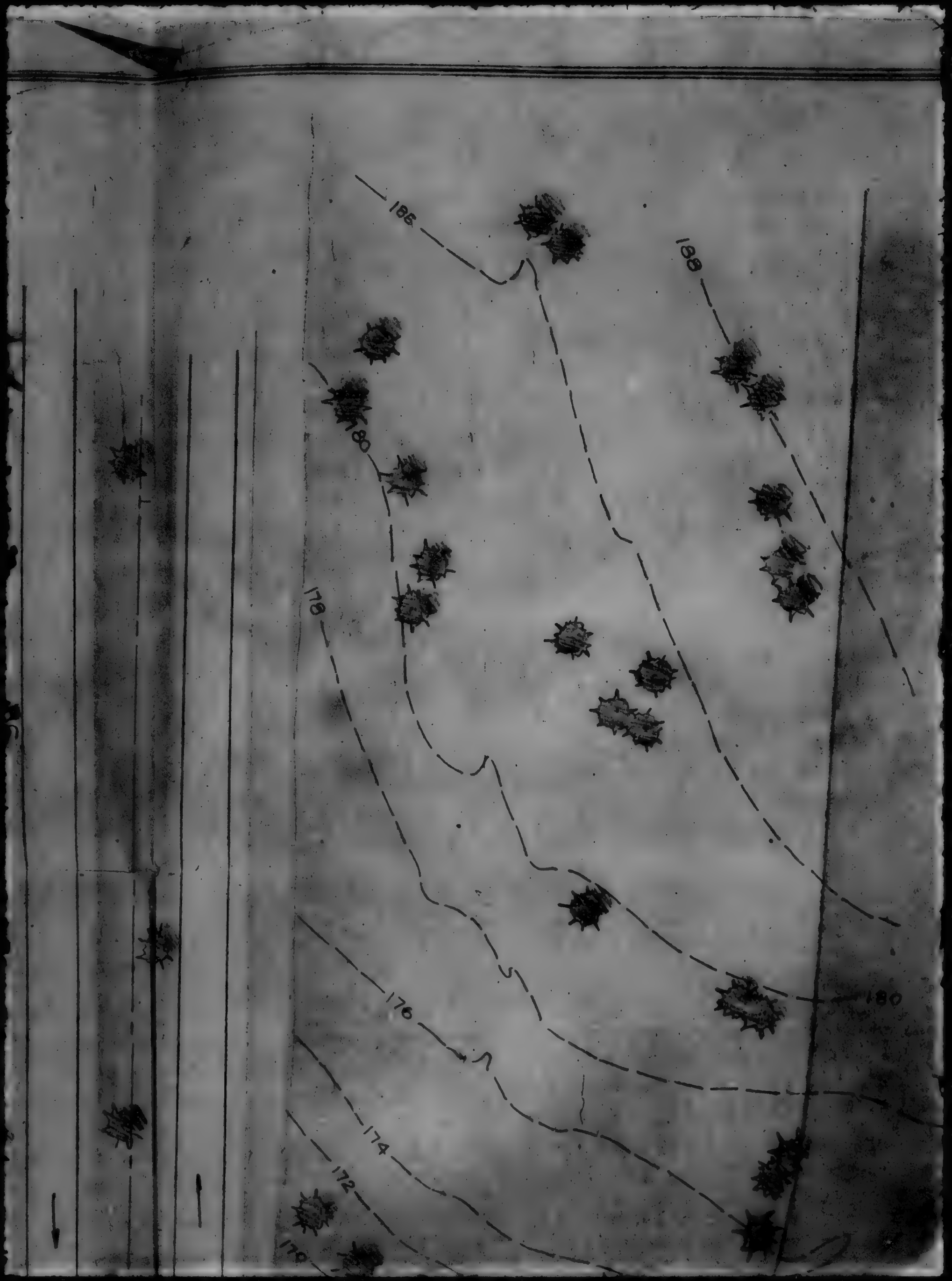
172

170

168

45' BLDG. SETBACK

55


186
188
180
178
170
180
174
172
170

178

R/W LINE

Southern Pacific RR

170

165

55

R/W LINE

acific RR

← NORTHBOUND US 97

US 97 SOUTHBOUND →

A PROPO

RECREATIONAL

THE CITY OF KLA

OREGON STA

DEPA

GRAVEL

R/W LINE

Southern Pacific R.R.

A PROPOSED

RECREATIONAL DEVELOPMENT FOR

CITY OF KLAMATH FALLS

OREGON STATE HIGHWAY DEPARTMENT

GRAVEL

RAW LAKE

Southern Pacific R.R.

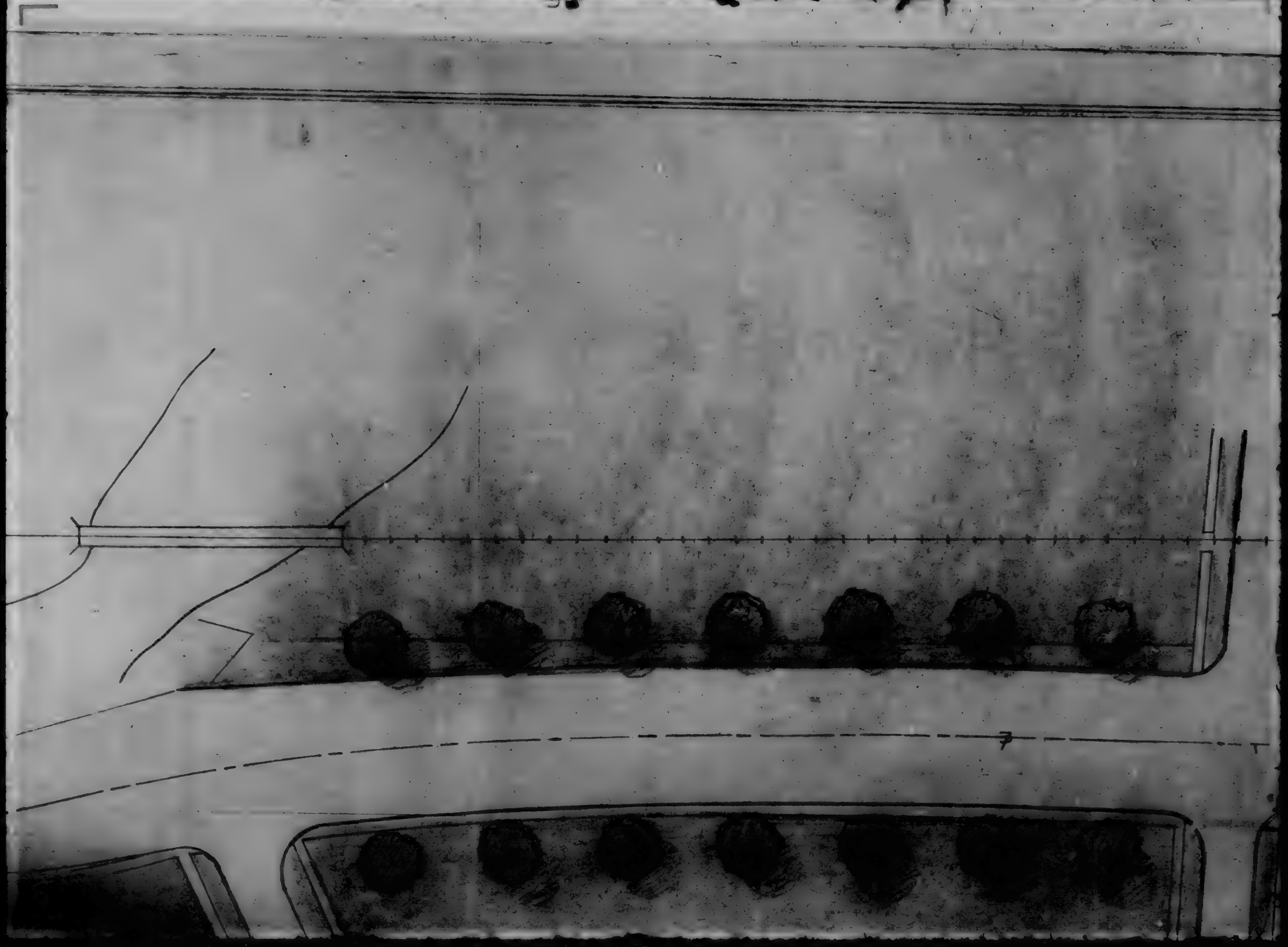
NT FOR

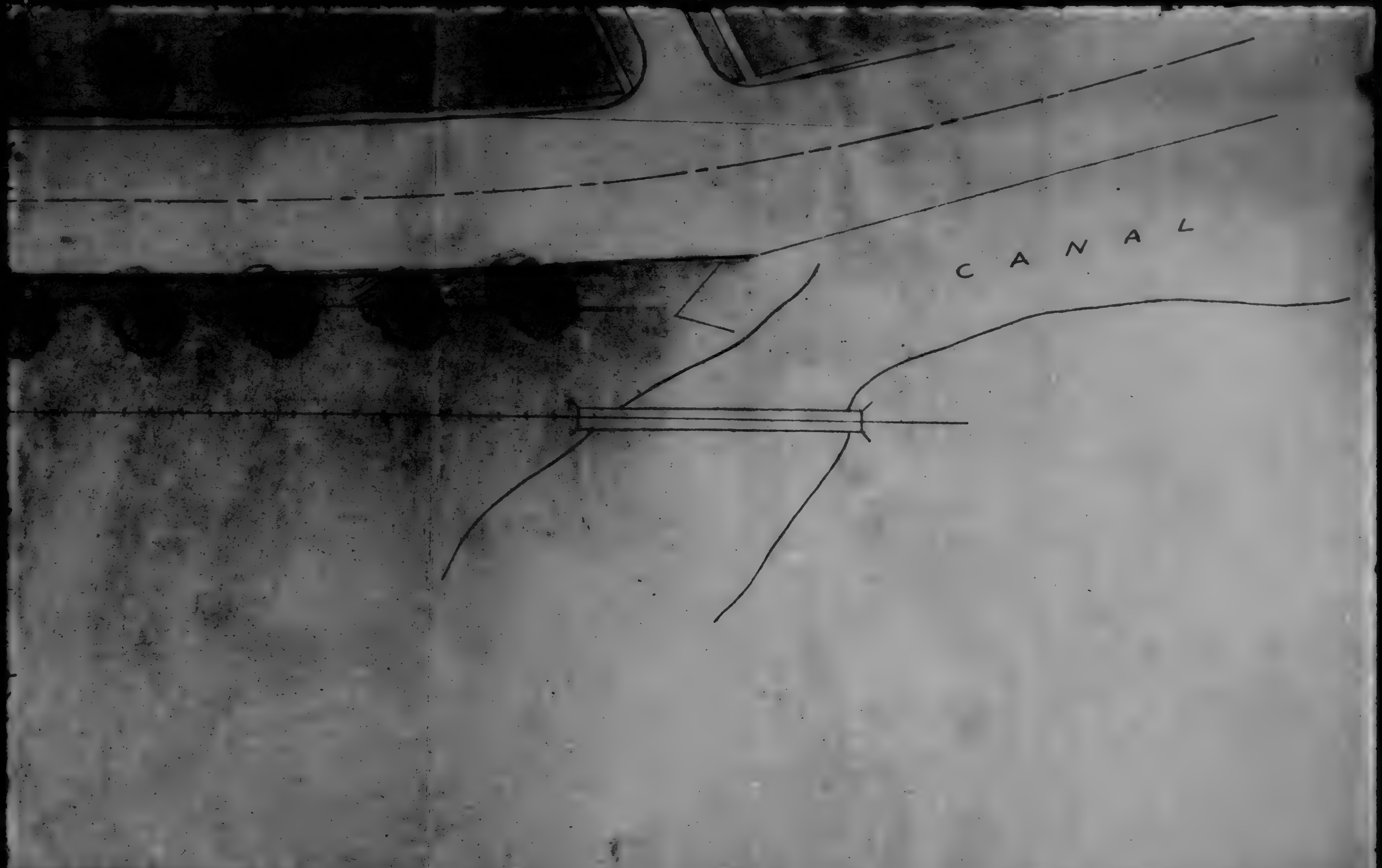
FALLS

H W A Y

SCALE 1 IN = 50 FT
CONTOUR INTERVAL 2 FT

CALE : 1 IN = 30 FT
NTOUR INTERVAL 2 FT





FEBRUARY 1949.

RECEIVED
5 1951
FOR FILING

18-1047
3208

February 2, 1951

C. S. Whitcomb Co., Inc.
6038 N. E. Simpson St.
Portland 13, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on January 23, 1951, had under discussion your request for an extension of time of 106 days, from July 31, 1950 to November 14, 1950, within which to complete your contract No. 3208 covering roadside improvement on the Klamath Falls (First Ave.-Esplanade St.) Section of the Klamath Falls-Malin Highway in Klamath County.

I am pleased to inform you that the Highway Commission granted your request without penalty. However, I was instructed to inform you that the Commission, in arriving at its decision, considered but did not necessarily adopt either the recommendation of the engineer or the reasons given by you for failure to complete the project within the specified time.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: Dean Swift,
Assistant Division Engineer

Jas. C. Toole,
Resident Engineer

H. C. Smith

Notice on Grade
2-2-51

RECEIVED
7 1951
FOR FILING

OREGON STATE HIGHWAY COMMISSION

(date) Feb. 5, 1951

18-1047

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3208	2-final	C. S. Whitcomb Co. Inc.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
1425	B-9213	$ 1,768.23	2/2/51

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: July 31, 1950

Time Extensions: Extended to Nov. 14, 1950 without penalty

Completion Date: Nov. 14, 1950

Date Accepted: Jan. 23, 1951 -

Penalties: None of record -

Claims: None outstanding of record -

Remarks:

Date: 2-6-51

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: FEB 6 1951

NOTED ON CARD

RECEIVED
JAN 24 1951
FOR FILING

18-1047

3208

January 22, 1951

American Casualty Company
607 Washington St.
Reading, Pa.

Gentlemen:

Please be advised that State Highway Contract No. 3208, for roadside improvement on the Klamath Falls (First Ave.-Esplanade St.) Section of the Klamath Falls-Malin Highway in Klamath County, has been completed by the contractor, C. S. Whitcomb Co., Inc., and that final payment in the amount of $1,768.23 will be made after acceptance by the Commission.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

For your information we wish to advise that the total contract amount is $42,264.96, of which amount $165.81 represents force account items. This contract was completed on November 14, 1950 but has not as yet been accepted by the Highway Commission.

We are sending you this notice as your Company is surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

cl

cc: Alfred J. Davis Co., Insurance
312 Board of Trade Bldg.
Portland 4, Oregon

[illegible] on Bond
1-22-51

RECEIVED
JAN 18 1951
FOR FILING

18-1047
3208

January 17, 1951

Request for extension of time
No. 13
January 23 and 24 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from C. S. Whitcomb Company, Inc. for an extension of time on Contract No. 3268, Roadside Improvement on the First Avenue--Esplanade Street Section in Klamath Falls, from July 31, 1950 to November 14, 1950.

All work on this project was completed by the specified date with the exception of certain replacements of pine trees which cannot properly be planted during the dry summer season. The replacement of the trees was completed as soon as sufficient moisture was in the ground, so I would recommend that the extension be granted without penalty.

Very truly yours,

M. H. Baldock
State Highway Engineer

cc Mr. Williams
Mr. Smith

hi

RECEIVED
AUG 25 1950
FOR FILING

18-1047
3208

August 24, 1950

American Casualty Co.
607 Washington St.
Reading, Penn.

Gentlemen:

You are advised of the intention of the State Highway Commission to release to C. S. Whitcomb Co.,Inc. a portion of the funds that heretofore have been retained by the Commission, in connection with contract No. 3208 for roadside improvement on the Klamath Falls (First Ave.-Esplanade St.) Section of the Klamath Falls-Malin Highway in Klamath County. This payment, which is in the amount of $2,427.24, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $1,260.74. The present payment will be made on or after September 5, 1950.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is sent to you as you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Alfred J. Davis Co.,Insurance
312 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD
9-24-50

Form E-1—6M—11-48

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 10, 1950

Section Klamath Falls First Ave- Esplanade)

Kind of work Roadside Improvement

Highway Klamath Falls- Malin

Section prefix 18-1047

Contractor C S Whitcomb Co., Inc.

Contract number 3208

Date of contract Aug. 2, 1949

Date of completion July 31, 1950

Date work started Aug. 22, 1949

Estimated date of completion " ", 1950

Amount of contract . . . . . $ 33509.

Per cent of time elapsed 86 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 41687.21

Per cent of contract completed, based on total contract price . . . . . 95 %

Engineering cost to date $ 2450., 6 %

Date project was completed ....., 19.....

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor had a laborer irrigating lawn all week.

Res. Engr. made up semi fihal estimate on this job, all work is done except growing and cutting grass and caring for area stipulated time, and replacing dead trees and shrubs.

Res Engr Whitmore is reporting to Eason at Salem June 15, and J G Toole will take over.

We are leaving all records and the semi final estimate and quantity summary in K Falls office to be submitted at completion of project.

NOTED

E. M. BOOTH

NOTED

P P Whitmore

Signed P P Whitmore, Res Engr

Address Box 1090 Klamath Falls, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheep-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
JUN 12 1950
OFFICE OF
CONSTRUCTION ENGINEER

State Printing Dept. 26730

RECEIVED
APR 17 1950
FOR FILING

FILE 3208 Mrs Lewis

18-1047
3208

April 14, 1950

W. D. Miller Construction Co.
P. O. Box 168
Klamath Falls, Oregon

Attention: Mr. J. C. Lemire

Gentlemen :

We acknowledge with thanks your letter of April 10 advising that C. S. Whitcomb Company has made final payment of their account with you in the amount of $236.50. This has to do with C. S. Whitcomb Company's contract No. 3208.

We will advise the contractor and the surety that your letter has been received.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

NOTED ON CARD
4-14-50 FC

TRUCKS FOR HAULING

PHONE 4661

3208

W. D. MILLER CONSTRUCTION CO.

GENERAL CONTRACTORS

DEALERS IN

CRUSHED ROCK, SAND, CEMENT, REINFORCING STEEL, CONCRETE BLOCKS, LIME, PLASTER, METAL LATH AND EXPLOSIVES

KLAMATH FALLS, OREGON

April 10, 1950

Oregon State Highway Commission
Salem, Oregon

Re: Contract 3208
C. S. Whitcomb Co.

Gentlemen:

We wish to advise you that the C. S. Whitcomb Co. have made final payment of their account with us in the amount of $236.50 as of April 4, 1950.

We waited a few days after receiveing the check before notifying you in order to be fairly sure that said check had cleared.

Your co-operation in this matter is greatly appreciated and we feel that your were instrumental in getting this account paid.

Yours truly,

W. D. MILLER CONSTRUCTION CO.

J. C. Lemire

J. C. Lemire

REFERRED TO
BY SECRETARY

4-14-50 gf

3208

April 14, 1950

American Casualty Company
607 Washington Street
Reading, Pennsylvania

Gentlemen:

We have today received a letter from W. B. Miller Construction Company, Klamath Falls, advising as follows:

"We wish to advise you that the C. S. Whitcomb Co. have made final payment of their account with us in the amount of $336.50 as of April 4, 1950. * * *

This is in connection with the claim filed by the Miller Construction Company against Contract 3208 for roadside improvement on the Klamath Falls (First Avenue-Esplanade Street) Section of the Klamath Falls-Malin Highway in Klamath County and concerning which we first advised you on February 24, 1950.

This information is provided as the American Casualty Company appears as surety on the bond executed in connection with Contract 3208.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:mf

cc - Alfred J. Davis Co., Insurance
312 Board of Trade Building
Portland 4, Oregon

C. S. Whitcomb Company, Inc.
6038 N. E. Simpson Street
Portland 13, Oregon

NOTED ON CARD
4-14-50 JL

RECEIVED
APR 5 - 1950
FOR FILING

Files

AMERICAN CASUALTY COMPANY

H. G. EVANS, President
C. S. ELLIS, Secretary
L. H. BERNET, Treasurer

SIXTH & WASHINGTON STREETS
READING, PENNA.

18-1047

3208

CLAIM DEPARTMENT

WILLIAM S. DEAK
VICE-PRESIDENT

W. F. ROANTREE
SURETY, FIDELITY,
PUBLIC OFFICIAL CLAIMS

March 24, 1950

AIR MAIL

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. H. B. Glaisyer, Secretary

Bond 101780 - C. S. Whitcomb Co., Inc., Portland, Oregon - Oregon State Highway Commission - For the Klamath Falls (First Ave-Esplanade St.) Roadside Improvement Project on the Klamath Falls-Malin Highway in Klamath County, Oregon - Perf. and Payt. Bd. $35,502.00 - Agent: Rathbone, King & Seeley, Portland - Alfred J. Davis & Co., Portland

Dear Mr. Glaisyer:

Receipt is acknowledged, with thanks, of your letter of March 2, 1950 enclosing notice of claim by W. D. Miller Construction Company against our valued principal in the amount of $486.50.

Very truly yours,

W. F. Roantree

WFR:ds

W. F. Roantree

RECEIVED
MAR 29 1950
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CHRON
3-29-50, gs
NOTED
H. B. GLAISYER

RECEIVED
MAR 23 1950
FOR FILING

18-1047
3208

TRUCKS FOR HAULING 3208 PHONE 4661

W. D. MILLER CONSTRUCTION CO.

GENERAL CONTRACTORS
DEALERS IN
CRUSHED ROCK, SAND, CEMENT, REINFORCING STEEL, CONCRETE BLOCKS, LIME, PLASTER, METAL LATH AND EXPLOSIVES

KLAMATH FALLS, OREGON

March 22, 1950

Oregon State Highway Commission
Salem, Oregon

Re: Contract 3208
C. S. Whitcomb Co.

Gentlemen:

Pursuant to your letter of February 28, 1950, please be advised that on March 15, 1950, we received the sum of $250.00 from the C. S. Whitcomb Co. as partial payment of their indebtedness with us. This leaves a balance owing of $236.50.

We are advising you of the above payment as per your instructions contained in above mentioned letter.

Yours truly,

W.D.MILLER CONSTRUCTION CO.

J.C.Lemire

J.C.Lemire

RECEIVED
MAR 24 1950
OREGON
STATE HIGHWAY COMMISSION

3-24-50, gp

RECEIVED
MAR 1 EAST 3271
FOR FILING
13-1047
$308

6058 N. E. SIMPSON STREET

C. S. Whitcomb Co.

UNDERGROUND
LAWN SPRINKLING
ENGINEERS

Files

PORTLAND 13, OREGON, March 13, 1950 19

Oregon State Highway Commission
State Office Bldg.
Salem, Oregon

Att: Mr. H.B. Glaisyer

COPY

W.D. Miller Construction Co.
Box 168
Klamath Falls, Oregon

Mr. W.D. Miller

Dear Sir:

As per our letter to you, we herewith enclose our check for the sum of $250.00.

We are sending this check as soon as we got the money, the same as we had told you.

The balance will be forthcoming just as soon as possible, probably within 3 weeks.

Very truly yours,

E. Jack Whitcomb

E.Jack Whitcomb
(Secy-Treas.)

C.S. WHITCOMB CO. INC.

RECEIVED

NOTED
F. QUERY

NOTED ON CARD
3-16-50, gl

RECEIVED
MAR 3 1950
FOR FILING

18-1047
3208

Files
3208
Mrs Lewis

March 2, 1950

Hon. Earl T. Newbry
Secretary of State
C a p i t o l

Dear Sir:

We acknowledge with thanks your letter of March 1 to which was attached three copies of a claim filed with your office by the W. D. Miller Construction Company against C. S. Whitcomb Company in the amount of $486.50 for labor and materials furnished the contractor on our Contract 3208.

This notice of claim bears your file No. 3201.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

FAQ:md

NOTED

3-2-50 Cpy R

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

March 1, 1950

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received and filed as of this date a notice of claim by W. D. Miller Construction Company, for labor and materials furnished in the sum of $436.50, against the bond taken from C. S. Whitcomb Co., principal and the American Casualty Company, surety, for roadside improvement on the Klamath Falls section of the Klamath Falls-Malin Highway, your file No. 3208, our file No. 3201.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies for our records.

Very truly yours,

Earl T. Newbry

Secretary of State

N:FA

Enc.

3-7-50, gl

RECEIVED
MAR 2 1950
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 3 1950
FOR FILING

3208 Mrs Lewis

18-1047

3208

March 2, 1950

American Casualty Company
607 Washington Street
Reading, Pennsylvania

Gentlemen:

Attached hereto is a copy of a claim filed with the Secretary of State by W. B. Miller Construction Company against C. S. Whitcomb Company for labor and materials furnished the contractor on our Contract 3208 for roadway improvement on the Klamath Falls (First Avenue-Esplanade Street) Section of the Klamath Falls-Malin Highway in Klamath County.

This information is furnished as the American Casualty Company appears as surety on the bond executed in connection with Contract 3208.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

Encl
Attach.

cc - Alfred J. Davis Company, Insurance
312 Board of Trade Building
Portland 4, Oregon

C. S. Whitcomb Company, Inc.
6038 N. E. Simpson Street
Portland 13, Oregon

NOTED ON CARD
3-2-50 GR

COPY

P. O. Box 168 TRUCKS FOR HAULING PHONE 4661

W. D. MILLER CONSTRUCTION CO.

GENERAL CONTRACTORS
Dealers In

Crushed Rock, Sand, Cement, Reinforcing Steel, Concrete Block, Lime, Plaster, Metal Lath and Explosives

Klamath Falls, Oregon

February 28, 1950

Earl T. Newbry
Secretary of State
Salem, Oregon

Dear Sir:

We wish to advise you that C. S. Whitcomb Co. of Portland, Oregon, is indebted to us in the amount of $486.50 since September, 1949, for labor and materials furnished on Contract #3208 between Oregon State Highway Commission and C. S. Whitcomb Company, said contract being for roadside improvement on the Klamath Falls section of the Klamath Falls-Malin Highway.

We have notified the American Casualty Co., surety for C. S. Whitcomb Co., and the Oregon State Highway Commission of the above matter. The latter state department advised us to notify you of Whitcomb's defalcation.

Yours truly,

W.D.Miller Construction Co.

J. C. LEMIRE
J. C. Lemire

ENDORSED:
Filed Number 3201
Filed March 1, 1950
EARL T. NEWBRY, Secretary of State

RECEIVED
MAR 1 1950
FOR FILING

18-1047
3208

Vera Lewis

February 28, 1950

W. D. Miller Construction Company
P. O. Box 168
Klamath Falls, Oregon

Gentlemen :

Attached hereto is a copy of a letter received from Mr. C. S. Whitcomb concerning the claim you have against his Contract 3208 in the amount of $486.50.

In order that we may be currently advised of the status of your claim will you please advise us when the bill is paid or if it is not paid within 60 days from date.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:ml
Attach.

NOTED ON CITE
2-28-50 RR

RECEIVED
MAR 1 1950
FOR FILING

18-1047

File
3206

February 28, 1950

C. S. Whitcomb, Inc.
3327 Northeast Sandy Boulevard
Portland, Oregon

Gentlemen:

This is to acknowledge your letter of February 25 in reply to ours of the 24th concerning a claim filed by W. D. Miller Construction Company in connection with Contract 3206 for roadway improvement on the Klamath Falls (First Avenue-Esplanade Street) Section of the Klamath Falls-Malin Highway in Klamath County.

We will advise the Miller Construction Company of the receipt of your letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

PAQ:md

2.28-50, gr

...NE TRinity 5879

3327 N. E. SANDY BLVD.

C. S. Whitcomb

THE
LAWN
SPRINKLER
MAN

PORTLAND, ORE., February 25, 19 50

REFERRED TO
BY SECRETARY

3208

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. H. B. Glaisyer

Gentlemen:

Relative to the matter of the W. D. Miller claim under contract 3208. It is correct.

We have corresponded with, talked in person, and called Mr. Miller via long distance phone, advising him that the bill will be handled within not to exceed sixty days from now.

Inasmuch as the contract has until the 30th of next July it would seem that Mr. Miller is making excessive capital of the matter. The bill will be paid long ere the job is done and Mr, Miller's clearance will be rendered to you.

Thanking you for your attention to this matter, we remain,

Yours very truly,

C. S. WHITCOMB, INC.
C S Whitcomb Pres.

cc: American Casualty Co.
Alfred J. Davis Co.

RECEIVED
FEB 27 1950
HIGHWAY COMMISSION
SALEM, OREGON

2-27-50 gl

RECEIVED
FEB 27 1950
FOR FILING

Files Jno Lewis

18-1047
3208

February 24, 1950

American Casualty Company
607 Washington Street
Reading, Pennsylvania

Gentlemen:

We have today received a letter from the W. D. Miller Construction Company, P. O. Box 168, Klamath Falls, advising that C. S. Whitcomb Company owes them $486.50 for labor and materials furnished in September, 1949. They advise that the bills have been presented to the contractor regularly but as yet no payment has been received.

This claim appears to be in connection with our Contract 3208 with C. S. Whitcomb Company, Inc., for roadside improvement on the Klamath Falls (First Avenue-Esplanade Street) Section of the Klamath Falls-Malin Highway, Klamath County.

This information is provided as the American Casualty Company appears as surety on the bond executed in connection with Contract 3208.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

cc - Alfred J. Davis Co., Inc.
312 Board of Trade Building
Portland 4, Oregon

C. S. Whitcomb Co., Inc.
6836 N. E. Simpson Street
Portland 13, Oregon

NOTED ON CARD
2-24-50 gf

RECEIVED
FEB 27 1950
FOR FILING

18-10 47

3208

February 24, 1950

W. D. Miller Construction Company
P. O. Box 168
Klamath Falls, Oregon

Gentlemen:

We have your letter of February 23rd advising that the C. S. Whitcomb Company owes your Company $486.50 for labor and materials furnished on the landscaping project at the north entrance to Klamath Falls. This appears to be in connection with our Contract 3208 with C. S. Whitcomb Company, Inc. for roadside improvement on the Klamath Falls (First Avenue-Esplanade Street) Section of the Klamath Falls-Malin Highway, Klamath County.

The American Casualty Company, whose agent in this instance is Alfred J. Davis Company, Insurance, 312 Board of Trade Building, Portland 4, furnished the bond with the above mentioned contract.

This claim will be recorded in this office and we will advise the surety and the contractor of its receipt.

As you may know, the State requires the contractor to furnish a bond for each job which provides not only for completion of the work but for payment of all just bills incurred by the contract. If you wish, you might advise the surety directly of this claim; and also, if you wish to protect your claim for a period longer than six months after the job is completed and accepted, it is suggested that your claim be filed with the Secretary of State. For your convenience in doing this we are enclosing an excerpt from the Oregon Laws outlining the necessary procedure.

The contract at the present time is about 90% complete and final payment will not probably be made for two or more months.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

NOTED ON CARD
2-24-50 JL

FAQ:md
Attach.

Secretary

TRUCKS FOR HAULING PHONE 4661

W. D. MILLER CONSTRUCTION CO.

GENERAL CONTRACTORS
DEALERS IN
CRUSHED ROCK, SAND, CEMENT, REINFORCING STEEL, CONCRETE BLOCKS, LIME, PLASTER, METAL LATH AND EXPLOSIVES

KLAMATH FALLS, OREGON

February 23, 1950

3208

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

In September of 1949 we furnished labor and materials in the amount of $486.50 to Mr. C. S. Whitcomb, of the C. S. Whitcomb Co., for part of the Klamath Falls North Entrance job. Though there is no question as to the amount of our statement, the quality of our workmanship, or materials furnished, we have failed to receive payment. We have sent bills regularly and have had considerable correspondence with Mr. Whitcomb to no avail.

Mr. Whitcomb did advise us that he has some $2,500.00 coming from his contract but we have no assurance that his debt will be paid when final settlement is made.

We, therefore, wish to file notice of Mr. Whitcomb's defalcation with you and respectfully request that you advise us as to what steps we can take to enforce payment of Mr. Whitcomb's obligation.

Yours truly,

W.D.MILLER CONSTRUCTION CO.

By _____
Manager

JCL:hs

REFERRED TO
BY SECRETARY

Paid 38.
92½ down
1-5-50 $660.
2368.50
Journal 21549

2-24-50, gf

RECEIVED
DEC 28 1949
FOR FILING

File

18-1047

Salem, Oregon
December 27, 1949

Mr. H. G. Smith

The Highway Commission has approved an increase in project authorization for the Landscaping project on the First Avenue-Esplanade Section of US97 in Klamath Falls in the amount of $8,384.42.

W. C. Williams

WCW:ms

cc Mr. Mark Astrup

RECEIVED
DEC 13 1949
FOR FILING

IF-1047
208

December 9, 1949

Oregon State Highway Commission

Gentlemen:

In the preparation of plans for landscaping the First Avenue-Esplanade Section of US97, within the City of Klamath Falls, an unfortunate error in the quantity "Excavating and Placing Topsoil" occurred. A quantity of 1,100 cubic yards was indicated in the contract proposal form, whereas the amount should have been 6,100 cubic yards. This item was bid at $2.00 per cubic yard, which resulted in a deficit of $10,000 in the project authorization.

Some other items showed a minor underrun, but far insufficient to offset the increased cost for the placing of the topsoil. As the project estimate now stands, the final cost of the project will be $45,244.32, which is an overrun of $6,344.42 over the project authorization of $38,899.90. Your approval of the additional project authorization of $6,344.42 is respectfully requested. This, of course, will not result in additional budget authorization, as underruns on other projects will more than offset this amount.

This error in the original contract amount resulted in the transferring of data submitted by the Landscape Department to the Design Department. Every effort is made to check, to the most minute detail, all such matters, and it is very rare that such an error happens. I can assure you that the strictest instructions have been issued to avoid a repetition of such an occurrence in the future.

This matter will be on the next agenda.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc: W. C. Williams
S. H. Probert

WCW:me er

RECEIVED
DEC [illegible] 1949
FOR FILING
FORM E-80 1M 10-48

18-1047
3208

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon
November 14, 1949

SUBJECT: Overrun on Contract No. 3208

To: Mr. H. G. Smith
Construction Engineer
State Highway Department
Salem, Oregon

V. C. WILLIAMS

Dear Sir:

Herewith, estimate No. 3 on Contract No. 3208, which is the Roadside Improvement on the First Avenue-Esplanade Section in Klamath Falls. As you will notice, this estimate is overrun and I talked to Mr. Whitmore and he advises that it is entirely at the request of Wm. Warton who gives definite orders on the ground for the increases. Most of it seems to be in the excavating and placing of top soil. I asked Mr. Whitmore to send in a request for additional authority for overrun.

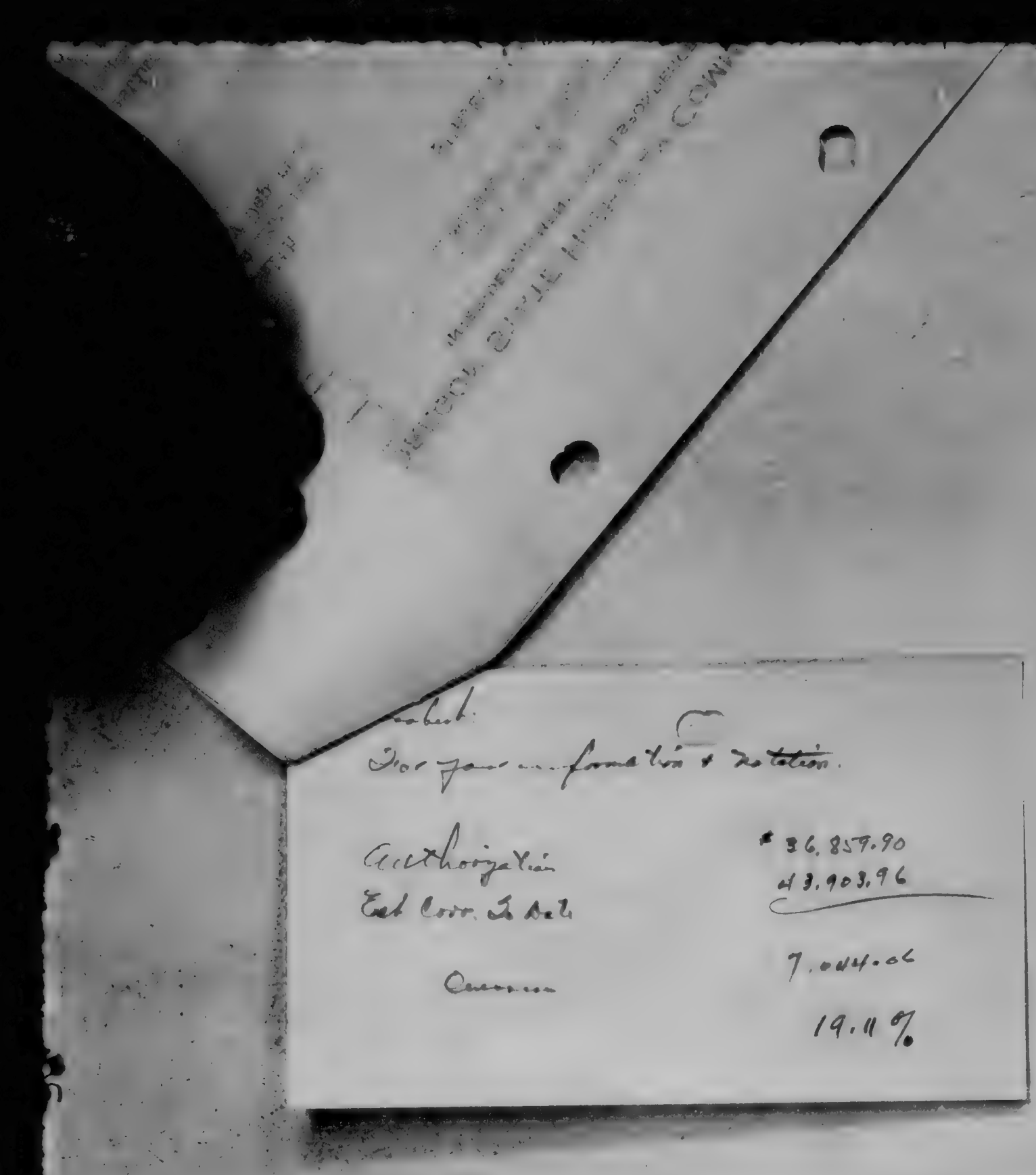
Very truly yours,

WM. E. CHANDLER
Division Engineer

WEC:me
Encls.

NOTED

NOTED
WM. E. CHANDLER



Label:

For formation & Notation.

Authorization	$ 36,859.90
Est Cost Sch Bds	23,903.96
Amount	7,044.06
	19.11 %

RECEIVED
SEP 9 1910
FOR FILING

18-1047
3208

File Klamath

1852

September 7, 1910

Mr. Alfred D. Colliers, Member
Klamath Falls City Park Board
Klamath Falls, Oregon

Dear Mr. Colliers

Reference is made to your letter of August 24 concerning the billing of costs for irrigation of the Klamath Falls (First Avenue-Esplanade Street) Roadside Improvement Project.

Your proposal to bill the State for costs incurred in our irrigation is satisfactory. Such bills may be referred to the office of the District Maintenance Superintendent at Klamath Falls for payment. As a matter of record we would appreciate receiving copies of the permit issued by the United States Reclamation Service.

As to the power furnished by the California-Oregon Power Company, unless the City can obtain a rate which is more favorable than that which could be obtained by the State, it would probably involve less work to all parties concerned if the State were billed direct for the power. Please advise us regarding this point and also as to the final cost for water so that funds can be set up to effect payment.

Very truly yours,

H. H. Baldwin
State Highway Engineer

By

H. C. Williams
First Assistant State Highway Engineer

cc Mr. W. E. Chandler
Mr. M. E. Aarstad
Mr. Tom Edwards
Mr. F. P. Whitmore

MHA:be

...ER, PRESIDENT
...NEILL, VICE-PRESIDENT
A. M. COLLIER, SECRETARY

Time Tells in Building

RETAIL LUMBER - MILL WORK
HARDWARE - SASH AND DOOR
SHINGLES - PAINT - ETC.

SWAN LAKE MOULDING COMPANY

PHONE 3180 SOUTH SIXTH STREET P. O. Box 271
KLAMATH FALLS, OREGON

8-24-49.

R. H. Baldock,
Engineer, Oregon State Highway Commission,
Salem, Oregon.

Attn: Mr. W.C. Williams, Asst.

Gentlemen:

Mr. Whitmore and Mr. Wharton have contacted me in my status as a member of the Klamath Falls City Park Board re securing the water from the USRS for the new north entrance and the COPCO for the power.

Acceding to their request, the Klamath Falls Park Board will make application to the USRS for water for 10 acres approximate $85. per year cost if based on 1939 permit to the school board, more if based on present day costs. Also to the California Oregon Power Company for power on an irrigation rate of 7 mills per KWH with minimum of $6. per HP for 1st 5 years and $3. per HP thereafter. The Park Board will bill you with this entire cost until such time as the Park Board takes over the recreation area and thereafter will bill you with the water and power charges for the area not taken over.

The foregoing procedure appears to be the best solution to the problems encountered and is therefore submitted to you for your confirmation.

Awaiting your reply we are

City of Klamath Falls Park Board
by Alfred D. Comber Member with authority to act.

RECEIVED
STATE HIGHWAY COMMISSION

ASSIGNMENT No. 1352

ION: Letter regarding securing water from USBR for new north entrance and the COP Co. for power. Dated 8/24/9

DATE: August 25, 1949 ASSIGNED TO: Mark Astrup

- ☐ Investigation and report to this office
- ☐ Reply direct with copy to this office
- ☐ Return with drafted reply
- ☒ Comment or recommendation and return to this office
- ☐ Investigation and such action as is necessary
- ☐ Please prepare reply for my signature
- ☐ Assignment executed Date 9-8-49 MWA
- ☐ _____

REPORT RECEIVED: 9-8-49 me

REMARKS:

FORM E-80 25M 7-46

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 7, 1949

SUBJECT: Irrigation System, Klamath Falls
Roadside Improvement Project

To: Mr. W. C. Williams
Assistant Highway Engineer
O F F I C E

NOTED
W. C. WILLIAMS

In the first stages of planning this roadside improvement project, the State intended to use city water for the irrigation system. When this was discussed with Mr. Collier, he pointed out that the city water system was owned by a private company, that the water rates were very high and that it would be far more satisfactory to put in our own pumping plant from the Bureau of Reclamation canal.

Mr. Collier agreed to contact the local Bureau of Reclamation office to determine the best procedure to follow in obtaining a permit to use their water. In a memorandum dated March 3, 1949, Mr. Collier reported the following conversation between himself, acting for the Park Board of the City of Klamath Falls, and Mr. Stevens, of the United States Bureau of Reclamation:

> "1. If City wants to move Alameda Pumping Plant to another location U.S.B.R. will cancel present License and issue License for new location.
>
> 2. If City wants to leave present plant as is and put in another plant at Alameda & about Melrose U.S.R.B. will issue additional license for new location. The license is issued by the local office and is revocable. Such Revocations not at all likely unless canal changes."

Mr. Collier subsequently reported orally that if the State made application direct to the Reclamation Service for water, it would be necessary for the local office to refer the request to their Washington office and if approval were obtained considerable time could be expected to elapse. Therefore, it seemed more advantageous to transfer the existing permit to the City which could be approved by the local office of the Bureau of Reclamation. It is, therefore, recommended that the procedure outlined in Mr. Collier's letter of August 24 be approved, andthere is a letter so stating attached for your signature.

It is admitted that the procedure for billing after the City

takes over their section for recreation is rather loose as there will be no exact means of determining the water utilized by both parties. It is believed that any error made will be compensated over a period of time and that the breakdown would be fair to both the City and to the State.

Mark H. Astrup
Landscape Engineer

MHA:be

Attachment

RECEIVED
SEP 2 1949
FOR FILING

18-1047

320

File

August 31, 1949

California-Oregon Power Company
Klamath Falls
Oregon

Attention: Mr. T. Dwyer
Assistant Manager

Gentlemen:

This is your authority to move nine poles between Portland and Del Norte Streets on the highway right of way in the First Street-Esplanade Section of the Klamath Falls-Malin Highway, Klamath County, Oregon.

The State agrees to reimburse you for the actual costs involved based on your verbal estimate of $1,032.65.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
First Assistant State Highway Engineer

cc Mr. E. G. Smith
Mr. W. E. Chandler
Mr. P. P. Whitmore
Mr. M. H. Astrup

MHA:be

RECEIVED
AUG 31 1949
FOR FILING

18-1047
3208

1353

August 29, 1949

Mr. Alfred B. Collier, Member
Klamath Falls City Park Board
Klamath Falls, Oregon

Dear Mr. Collier:

In response to your letter of 24 August regarding the substitution of larger size pipe in the water system being installed in the Klamath Falls Southside Improvement Project, we find that the figures given in your letter coincide with those shown on the plan.

On the basis of your statement that the Park Board will pay the difference between the two-inch pipe desired for installation and the smaller sizes shown on the plans, Assistant Engineer Whitmore has been notified by telephone this date that it will be satisfactory to authorize such a change. This will permit notification to the contractor by August 30 as requested in his communication to you.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

H. C. Williams
First Assistant State Highway Engineer

cc Mr. H. G. Smith
Mr. W. E. Chandler
Mr. P. P. Whitmore
Mr. M. H. Astrup

MHA:bc

29 Aug.

To: W. C. Williams

Doasa has called Whitmore so that he can notify Whitcomb. The authority for this transaction was given in your letter of 16 Aug to Collier.

MHCutup

ASSIGNMENT No. 1353

DESCRIPTION: Letter regarding substitution of 2" pipe for smaller pipe. Dated 8/24/49

DATE: August 25, 1949 ASSIGNED TO: Mark Astrup

- ☐ Investigation and report to this office
- ☐ Reply direct with copy to this office
- ■ Return with drafted reply
- ☐ Comment or recommendation and return to this office
- ☐ Investigation and such action as is necessary
- ☐ Please prepare reply for my signature
- ☐ Assignment executed Date 29 Aug MDA
- ☐ _____

REPORT RECEIVED: 8-30-49 mc

REMARKS:

...O D. COLLIER, PRESIDENT
...E. O'NEILL, VICE-PRESIDENT
A. M. COLLIER, SECRETARY

Time Tells in Building

RETAIL LUMBER - MILL WORK
HARDWARE - SASH AND DOOR
SHINGLES - PAINT - ETC.

SWAN LAKE MOULDING COMPANY

PHONE 3169 SOUTH SIXTH STREET P. O. BOX 271
KLAMATH FALLS, OREGON

R. H. Baldock,
Engineer, Oregon State Highway Commission,
Salem, Oregon.

8-24-49.

Attn: Mr. W.C.Williams, Asst.

Gentlemen:

Replying to your letter of August 16th, the Klamath Falls City Park Board would like to have the 2" pipe substituted forthe smaller pipe. We do not check your footages as we find 321 feet 3/4, 218 feet 1¼, and 231 feet of 1½ to be enlarged.

We enclose letter from the contractor, C.S.Whitcomb Co. on this job in which he refers substitution to you stating that he is willing to make substitutions at quoted price if notified by August30 1949.

We believe if pipe as above stated is enlarged to 2" that will be sufficient for our purposes and we will pay the difference between sizes shown on your bids direct to you and you can pay the contractor.

If this is agreeable with you please so notify the contractor and us.

RECEIVED
AUG 25 19...
STATE HIGHWAY COMMISSION

Respectfully Yours

Klamath Falls City Park Board

by Alfred D. Collier

Alfred D. Collier.
Member with power to act.

cc to Mr. C.S.Whitcomb
P.P.Whitmore
G.W.Wharton

TRINITY 5879
EAST 3271

6038 N. E. SIMPSON STREET

C. S. Whitcomb Co.

UNDERGROUND
LAWN SPRINKLING
ENGINEERS

PORTLAND 13, OREGON, August 17, 19 49

Klamath Falls Park Board
Klamath Falls, Oregon

Attn: Mr. Alfred D. Collier

Gentlemen:

Pursuant to your request of even date we herewith submit probable cost of changing pipe sizes on the improvement job at the North Entrance of your city so as to give you sufficient volume of water to the north end of the projected pipe lines as indicated on the blueprints submitted for this project.

You request cost for changing the smaller pipe on the main from the end of the 2" pipe to the end of the 3/4" main, changing to 2" pipe. If this job, as you requested, only were done, the cost would be in the neighborhood of $365 or $370.

However we are of the opinion and think that the Highway Department will insist on having some additional 2-1/2" main installed on this extremely long run. If approximately half of this additional run were made 2-1/2" and the balance 2", the additional cost would be in the neighborhood of $470 to $475 instead of $365 or $370.

We have no authority to make any decision as to the exact size that may be demanded by the Department and the price of your additional size of piping in any case will be controlled by our quoted price. Prices of any sizes used are available to you inasmuch as they are public bids.

We expect to actually get started on this job not later than August 22nd or 23rd and this change in pipe sizes, if any, should be made known to us by August 30th. Otherwise we may have other sizes installed which would cost extra money to remove.

Thanking you for your inquiry, we remain,

Very truly yours,

C. S. WHITCOMB COMPANY

By C. S. Whitcomb

dl

RECEIVED
SEP 1949
FOR FILING

IE-1547
3208
13490

FILE

August 30, 1949

Mr. J. A. McKinnon
Superintendent
Southern Pacific Company
Dunsmuir, California

Dear Mr. McKinnon:

I wish to acknowledge receipt of your letter of August 22 relative to the planting easement previously requested for the roadside improvement project at the north entrance to Klamath Falls.

As stated in our previous letter, the contract for this work has already been let, eliminating any planting other than on our right of way. It would not be satisfactory to us to plant on your property on the basis of an easement of the type you propose as it would take a number of years before the trees would be of value to the highway. An easement granted on a yearly basis would not warrant us expending public funds to plant the trees originally planned.

We appreciate your evident interest in this project.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
First Assistant State Highway Engineer

cc Mr. W. E. Chandler
Mr. P. P. Whitmore
Mr. M. E. Asterup

MHA:be

SIGNMENT No. 347

...ter regarding ...ror in wording of document which would effect use of property. Dated 8/22/49

DATE: August 24, 1949 ASSIGNED TO: Mark Astrup

- ☐ Investigation and report to this office
- ☐ Reply direct with copy to this office
- ☐ Return with drafted reply
- ☒ Comment or recommendation and return to this office
- ☐ Investigation and such action as is necessary
- ☐ Please prepare reply for my signature
- ☐ Assignment executed Date 29 Aug 1949
- ☐ _____

REPORT RECEIVED: 8-31-49 me

REMARKS:

Southern Pacific Company

DUNSMUIR, CALIFORNIA

IN REPLY PLEASE REFER TO

J. A. McKINNON
SUPERINTENDENT

August 22, 1949

079

RECEIVED
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
Oregon State Highway Engineer
Salem, Oregon

Dear Sir:

Attention: Mr. W. T. Williams, First Assistant

Acknowledging receipt of your letter of August 16 as written in connection with our transmittal letter to you under the above file of August 10 and with which duplicate counterparts of agreement were returned unexecuted, the document having been authorized and prepared to cover use of several strips of our right of way at Klamath Falls for landscape purposes.

Upon reviewing document in question following its return from your office, the apparent error in the wording of same and which materially would affect your proposed use of these parcels of our property has been noted.

We wish to assure you that it was the intention of this office to present this proposal to our legal department, requesting preparation of document which would permit your development of the larger strip of property shown on our Drawing L-1285 and comprising an area of approximately four and one half acres without any specific restrictions. The smaller strip of property, as extending northerly from the U.S. Government canal, is to be planted or cultivated with shrubbery not to exceed in height the specified four feet from the ground surface. This was deemed necessary from a safety standpoint in your use of this smaller strip of property running parallel to our main track at this location.

We very much regret this error which resulted in your returning this document unexecuted, and your further reply as to acceptance of a revision of same providing for use of the two parcels as above stated is awaited. If your department should still prefer to make use of these parcels as authorized and in accordance with the correction above stated, please so advise and we shall take immediate steps for revision of the document accordingly and as held in our file pending your further advices.

Yours very truly,

J. A. McKinnon

[redacted]

SHELLEY ST.

9 3440 1 2 3 4 5 6 7 8 9

PR...

E OREGON STATE HIGHWAY 7

...24'-30'-30'-24'...

To San Francisco CANAL

6

U.S.GOV'T.

Maximum height of Shrubs in this area To be 4 feet

To be planted with grass & low shrubs

AREA: 0.57 ACRES ±

8 480'± 9 3430 508'±

135'

15'

STREET

MANZANITA ST.

2 3

PRESCOTT ST.

LEXINGTON AVE.

LYTTON ST.

L.A

S.P.R.R.

℄ OREGON STATE HIGHWAY 7

-24'-30'-30'-24'-

3450

3456+18.8 B.C.T. ½

42+50 ± P.T. (highway)

4 5 6 7 8 9 1 2 3 4 5 6

3

SANTA ANITA ST.

HAWTHORN

ST.

3460

3458+288 C.C. 2d

45+50+ P.C.S (Highway)

LOWELL

AVE.

LANCASTER

ST.

3456+188 B.C.T. 1/2

49+50+ P.T. (Highway)

LYTTON

ST.

LEXINGTON AVE.

1

2

3

4

5

6

7

8

9

3471+063 E.C.

437

3470

3468+861 C.C.T. 1/2

NORTH CITY LIMIT LINE

6

7

8

9

50'

33'

3465+76

5

4

3

2

1

HAWTHORN

ST.

ST.

3460

45+50+P.C.S. (Highway)

3458+288 C.C. 2d

AVE.

N

ST.

NORTH CITY LIMIT LINE

431

3468+96.1 C.C.T. 1/2

3471+06.3 E.C.

Improvements in this area To be unrestricted

3470

4 5 6 7 8 9 2 3 4 5 6

50'

33½

3465+76.3

31+81.2 P.S.C.

AREA : 4.50 ACRES. ±

Area to be used for sc

LEGEND

—·—·— RAILROAD RIGHT OF WAY

——— RED: AREA TO BE LEASED TO THE OREGON STATE HIGHWAY COMMISSION: 5.07 ACRES. ±

3471+06.3 E.C.

3478+07.2 B.C. 1°C.

Improvements in this area To be unrestricted

AREA: 4.50 ACRES. ±

31+81.2 P.S.C.

27+81.2 P.S.

112'±

90'±

916'

150'

50'

60'

3480

Area to be used for screen planting of trees and shrubs

LEGEND

—·—·— RAILROAD RIGHT OF WAY

——— RED: AREA TO BE LEASED TO THE OREGON STATE HIGHWAY COMMISSION: 5.07 ACRES, ±

3478+07± B.C.

3488+99± E.C.

3480

50'

60'

112'±

27+81± P.S.

30'±

150'

916'

915'±

120'

60'

3487+92±

230'±

screen planting of trees and shrubs

SOU

TO
GHWAY
RES. ±

3488+88 E.C.

To Portland

1 2 3 4 5 6 7 8 9

3490

1 2 3

60'

120'

3487+92
230' ±

315' ±

STREET

SOUTHERN PACIFIC COMPANY

PACIFIC LINES

SOUTHERN PACIFIC COMPANY

PACIFIC LINES

KLAMATH FALLS

Proposed Recreational and

LEASE LAND TO OREGON STATE HIGHWAY COMMISSION

Scale: 1"=100' May, 1949

SHASTA DIVISION
DRAWING L-1285
SHEET 1

Improvements in this area To be unrestricted

3478+07½ B.C. 1°C.

3480

AREA: 4.50 ACRES. ±

31+81½ P.S.C.

27+81½ P.S.

112'±

50'

60'

90'±

150'

916'

315'±

Area to be used for screen planting of trees and shrubs

IVY ST.

"A" STREET

ST.

ORN

NORTH CITY LIMIT LINE

3468+96 C.C.T. 1/2

431

3471+06 E.C.

Improvements in this area To be unrestricted

3470

3 4 5 6 7 8 9 1 2 3 4 5

50'

934

3465+76

31+81 P.S.C.

AREA : 4.50 ACRE

Area to be used

DEXTER ST.

IVY ST.

49+50± P.T. (Highway)

3456+18.8 B.C.T. 1/2

LOWELL

3458+28.8 C.C. 2°

45+50± P.C.S. (Highway)

3460

HAWTHORN

3465+76.8

33±

50'

NOR

OREGON STATE HIGHWAY 7

-24'-30'-30'-24'-

8 9 3450 1 2 3 4 5 6 7 8

49+50± pt. (highway)

3456+18.8 B.C.T. ½

LOWELL

3458+28.8

MANZANITA ST.

FREMONT ST.

5 6 50' 50' 7 8 9 3440 1

MATCH LINE

℄ OREGON STATE HIGHWAY 7

7 8 9 3450 1

-24'-30'-30'-24'-

CANAL

Maximum height of Shrubs in this area To be 4 feet

To be planted with grass & low shrubs

AREA: 0.57 ACRES ±

8 480'± 9 3430

508'±

135'

STREET

MANZANITA ST.

FREMONT ST.

2 3 4 5 6 7 8 9

50'

50'

DOLORES AVE.

PORTLAND

7

8

℄ OREGON STATE HIGHWAY 7

To San Francisco CANAL

6

U.S.GOV'T.

Maximum height of Shrubs in this area To be 4 feet

To be planted with grass & low shrubs

AREA: 0.57 ACRES ±

8 480'± 9

508'±

3430

135'

5'

STREET

2

3

4

5

6

7

50'

50'

MANZANITA ST.

DOLORES AVE.

PORTLAND

RECEIVED
AUG 22 1949
FOR FILING

18-1077
3208

August 22, 1949

C. S. Whitcomb Co.,Inc.
6038 N. E. Simpson St.
Portland 13
Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3208, which was awarded to you on August 2, 1949 by the State Highway Commission, for roadside improvement on the Klamath Falls (First Ave.-Esplanade St.) Section on the Klamath Falls-Malin Highway in Klamath County.

An executed copy of this contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

Recorded _____

RECEIVED
AUG 19 1949
FOR FILING

18-1047

3208

August 16, 1949

Mr. I. A. Watkinson
Superintendent
Southern Pacific Company
Dunsmuir, California

Dear Mr. Watkinson:

There is returned herewith without action two copies of the proposed agreement, forwarded with your letter of August 10, concerning the utilization of railroad property at the north entrance to Klamath Falls.

Terms of the agreement nullify the intent and purpose of this request. Therefore, we will confine all of our roadside improvement work to the actual highway right of way. As the contract has already been let on this basis, there will be no attempt to reopen this subject at the present time.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
First Assistant State Highway Engineer

cc: Mrs. W. E. Chandler
Mrs. M. H. Astrup
Mr. Alfred D. Collier

Encl. 2

MHA:bc

Southern Pacific Company

DUNSMUIR, CALIFORNIA

J. A. McKINNON
SUPERINTENDENT

August 10, 1949

IN REPLY PLEASE REFER TO
079

Mr. R. H. Baldock
Oregon State Highway Engineer
Salem, Oregon

Dear Sir:

Attention: Mr. W. T. Williams, First Assistant

Concerning correspondence recently passed as between Mr. A. D. Collier of Klamath Falls and yourself, also between Mr. Collier and this office, concerning the use of desired strips of our property at Klamath Falls for recreational and beautification development on the part of the Oregon State Highway Commission:

This proposal has been duly considered and approved by our General Office at San Francisco and enclosed for execution in the name of the State of Oregon by and through its State Highway Commission are duplicate counterparts of agreement embracing provisions and granting this concession under the above stated authorization.

Will you please arrange to place these two counterparts in line for execution on the part of the designated State Agency and after completion, please return both the counterparts to this office to enable us to handle for completion on the part of this Company?

After this document has been fully executed we shall transmit to you to complete the records of the Oregon State Highway Commission the duplicate counterpart of this agreement.

Your acknowledgement of receipt of this instrument pending the action above requested would be much appreciated.

Yours truly,

J. A. McKinnon

RECEIVED
AUG 12 19[illegible]
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 19 1949
FOR FILING

18-1047

3209

August 16, 1949

Mr. Alfred D. Collier, Member
Klamath Falls Park Board
Klamath Falls, Oregon

Dear Mr. Colliers

Reply is to your letter of August 3 requesting us to increase the size of pipe at the northern end of the distribution system of the Klamath Falls Resistivo Improvement Project to a uniform 2 inch size and to extend same to approximately Station 55. The funds approved for this project do not permit favorable action on your request.

There is, of course, no objection to your making a separate agreement with the contractor if he is willing to make the requested substitution and to furnish you additional footage of 2 inch pipe at his contract price. The items of the contract are broken down so that each size pipe is paid for on a unit basis.

The State is willing to pay for the length and size pipe specified on the plan, namely; from theend of the 2 inch pipe at approximately Station 65+90 and continuing in a northerly direction, 153 feet of 1½ inch pipe @ .62, 133 feet of 1¼ inch pipe @ .57 and 321 feet of 3/4 inch pipe @ .35. This would total $293, whereas the same amount of 2 inch pipe would amount to $576.65. In addition, it would take approximately 275 feet of 2 inch pipe to carry the water line to Station 55, which would amount to $261.25. Thus the total extra cost of the change, exclusive of any additional fittings, which might be necessary, would be approximately $545.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
First Assistant State Highway Engineer

cc M. M. Astrup
W. E. Chandler
MHA:be P. P. Whitmore

...RESIDENT
...VICE-PRESIDENT
...SECRETARY

Time Tells in Building

RETAIL LUMBER - MILL WORK
HARDWARE - SASH AND DOOR
SHINGLES - PAINT - ETC.

SWAN LAKE MOULDING COMPANY

PHONE 3166 SOUTH SIXTH STREET P. O. BOX 271

KLAMATH FALLS, OREGON

August 3, 1949

R. H. Baldock
State Highway Commission
Salem, Oregon

RECEIVED
AUG 4 1949
OREGON
STATE HIGHWAY COMMISSION

Attn: Mr. M. H. Astrup

Dear Sir:

In looking at the plans of the Sprinkler System on the roadside improvement on the new North Entrance here, I note that we have reduced the size of pipe from the 2" which we talked about carrying through to the baseball diamond, approximately Station 55, so that it finally winds up at about 3/4" at Station 57 plus 90. The Park Board has instructed me to contact you to see what can be done to increase this pipe so that in the future it might be possible to maintain grass on the recreation area and maybe a turf on the baseball field.

Apparently the Park Board got the idea at the time that sufficient connections and a 2" pipe would be provided so that we could irrigate this recreation area when the system was not in use on the lawn area. The Park Board of course would expect to pay their relative proportion of the power consumed in such watering. Due to the fact that this can be put on an irrigation rate with CopCo, this method of watering is tremendously cheaper than using city water and the Park Board desires very much to secure such a set-up. If you possibly can, we should like you to increase the size of this pipe up to 2" if you can come within your budget. If you cannot, will you please advise us what the additional cost would be for putting in this larger size and the proper couplings for development in the future.

We note with pleasure that you have awarded this contract and we are very grateful for this fine improvement which will make a wonderful setting for your highway entrance to this city.

Thanking you for your kind cooperation in this matter, and awaiting your further advice, we are,

Respectfully yours,

KLAMATH FALLS CITY PARK BOARD

Alfred M. Collier.

RECEIVED
AUG 3 1949
FOR FILING

August 3, 1949

C. S. Whitcomb Co.
6038 N. E. Simpson Street
Portland, Oregon

Gentlemen:

The State Highway Commission on August 2, 1949, awarded you the contract for the Klamath Falls (First Avenue-Esplanade Street) Roadside Improvement Project on the Klamath Falls-Malin Highway, in Klamath County. This award was based on your low bid of $33,709, submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

cc

cc - Mr. S. H. Probert
Mr. Mark Astrup

RECEIVED
AUG 5 1949
FILING
18-10 47
3208

August 2, 1949

Mr. Alfred B. Colliers, Member
City Planning Commission
Klamath Falls, Oregon

Dear Mr. Colliers:

I wish to acknowledge receipt of your letter of July 29 giving the results of your negotiations with the Southern Pacific Railroad with respect to our utilization of their lands for planting on the Klamath Falls roadside improvement project.

We appreciate the efforts you have made to obtain a satisfactory agreement, but the proposal cannot be entered into by the Highway Department. We would not be justified in planting trees on a basis of a yearly rental with a thirty days cancellation clause. Accordingly, we will obtain the best screen possible upon our right of way and will not plan to do any work on the Southern Pacific Railroad right of way.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

MHA:be

cc Mr. H. H. Astrup

ALFRED D. COLLIER, PRESIDENT
V. E. O'NEILL, VICE-PRESIDENT
A. M. COLLIER, SECRETARY

Time Tells in Building

RETAIL LUMBER - MILL WORK
HARDWARE - SASH AND DOOR
SHINGLES - PAINT - ETC.

SWAN LAKE MOULDING COMPANY

PHONE 3109 SOUTH SIXTH STREET P. O. Box 271
KLAMATH FALLS, OREGON

July 29, 1949

R. H. Baldock
Oregon State Highway Engineer
Salem, Oregon

Attn: W. T. Williams, First Assistant

Dear Mr. Baldock:

Mr. Harry Fee, Southern Pacific District Freight Agent, advises that the Southern Pacific will lease to the Oregon State Highway Commission for $1.00 per year area from canal to Portland Street and area from approximately Stations 19 to 40, approximately 4-1/2 acres, and will make out contract for same subject to 30 days cancelation, but will not pay $1054. towards cost of sprinkler system on area between canal and Portland Street.

Enclosed please find Shasta Division Drawing L-1285, May 1949, showing property proposed to be leased. Mr. C. D. Lafferty, General Industrial Agent, at 65 Market Street, is the contract lawyer for the Southern Pacific and he will prepare the necessary documents upon request to him.

I regret very much that the Southern Pacific cannot see their way clear to participate in the cost of this improvement. It is apparently a policy of the company and we have had the cooperation of Mr. Fee in this end in trying to secure this donation. I am sorry that this matter has been delayed so long that it has interfered seriously with your plans for this improvement.

Hoping that this matter can be successfully worked out, I am,

Respectfully yours,

Alfred D. Collier.

ADC/dl
cc: Mr. Harry Fee
encl. 1.

RECEIVED
AUG - 1 1949
OREGON
STATE HIGHWAY COMMISSION

SHELLEY ST.

9
3440
1
2
3
4
5
6
7
8

& OREGON STATE HIGHWAY 7

~24'-30'-30'

To San Francisco CANAL

6

U.S. GOV'T.

8
480'±
508'±
9
3430
135'
15'

To be planted with grass & low shrubs
AREA: 0.57 ACRES ±

STREET

2
3

ANZANITA ST.

SHELLEY ST.

PRESCOTT ST.

LEXINGTON AVE.

LYTTON ST.

LANCASTER

LOWEL

℄ OREGON STATE HIGHWAY 7

~24'-30'-30'-24'~

3450

3456+18.8 B.C.T. ½

43+50 - P.T. (Highway)

6 7 8 9 1 2 3 4 5 6 7 8

LUZANITA ST.

LYTTON ST.

LANCASTER AVE.

ST.

ST.

LOWELL

HAWTHORN

NORTH

3456+18.9 B.C.T. 1/2

42+50 - P.T. (Highway)

3458+28.9 C.C. 20

45+50± P.C.S. (Highway)

3460

3465+76.8

50'

33½

4 5 6 7 8 9 1 2 3 4 5 6

HAWTHORN ST.

3465+76 B

33½

50°

NORTH CITY LIMIT LINE

3468+96 B C.C.T. 1/2

43

3470

3471+06 B F.C.

3!+81 B P.S.C.

2 3 4 5 6 7 8 9 1 2 3

LEG

RAILROAD

RED: AREA

THE ORE

COMMIS

434

3468+96¹ C.C.T. ½

3471+06³ E.C.

3478+07² B.C. I°C.

3470

8 9 2 3 4 5 6 50' 60' 7 8 9

31+81² P.S.C.

AREA: 4.50 ACRES. ±

112'±

27+81² P.S.

30'±

150'

Area to be used for screen planting of trees and shr

LEGEND

RAILROAD RIGHT OF WAY

RED: AREA TO BE LEASED TO THE OREGON STATE HIGHWAY COMMISSION: 5.07 ACRES. ±

3478+07± B.C. 1°C.

3480

3487+92±

120'

60'

50'

60'

230'±

915'±

916'

112'±

27+81± P.S.

30'±

150'

ACRES. ±

used for screen planting of trees and shrubs

TY
D TO
HIGHWAY
CRES. ±

To Portland

3490

9
8
7
6
5
4
3
2
1
2
3

60'

120'

3487+92'

230' ±

915' ±

STREET

SOUTHERN PACIFIC COMPANY

PACIFIC LINES

SOUTHERN PACIFIC COMPANY

PACIFIC LINES

KLAMATH FALLS

Proposed Recreational and

LEASE LAND TO OREGON STATE HIGHWAY COMMISSION

Scale: 1"=100'

May, 1949

SHASTA DIVISION
DRAWING L-1285
SHEET 1

3478+07½ B.C. 1°C.

3480

50'

60'

112'±

27+81½ P.S.

30'±

915'±

916'

150'

15

AREA: 4.50 ACRES. ±

31+81½ P.S.C.

Area to be used for screen planting of trees and shrubs

IVY ST.

"A" STREET

ST.

NORTH CITY LIMIT LINE

3468+96½ C.C.T. 1½

431

3471+06½ E.C.

4 5 6 7 8 9 3470 1 2 3 4 5 6

50'

112'±

3'+81½ P.S.C.

AREA: 1.50 ACRES. ±

33½'

3465+76½

Area to be used for scre

DEXTER ST.

IVY ST.

LOWELL

3456+18 B.C.T. 1/2

3458+28 C.C. 2°

45-50' P.C.S. (Highway)

HAWTHORN

NORTH CITY LIMIT LINE

3466+96 C.C.T. 1/2

7

8

9

3460

1

2

3

4

5

6

7

8

50'

33'

3465+76

DEXTER ST.

HAWTH

45+50± P.C.S. (Highway)

3460

3458+288 C.C. 2°

LOWELL

3456+188 B.C.T. 1/2°

49+50± P.T. (Highway)

1

2

3

4

5

6

7

8

9

450

FREMONT ST.

MATCH LINE

3440

7 8 9 3450 1 2 3 4

℄ OREGON STATE HIGHWAY 7

24'+30'+30'+24'

STREET

ass & low shrubs
E:S ±

135'

15

2

3 4 5 6 50' 50' 7 8 9 3410

KANZANITA ST.

FREMONT ST.

MATCH LINE

PORTLAND

E OREGON STATE HIGHWAY 7
8
~24'+30'+30'+24'
To San Francisco CANAL
6
U.S.GOV'T.
8
480'±
508'±
9
To be planted with grass & low shrubs
AREA: 0.57 ACRES ±
3430
135'
15'
STREET
2
3
4
5
6
7
50'
50'
ALAMEDA ST.
DOLORES
AVE.
PORTLAND

RECEIVED
JUN 3 1949
FOR FILING

June 1, 1949

Mr. Alfred D. Collier, Member
Klamath Falls City Planning Commission
Klamath Falls, Oregon

Dear Mr. Collier:

In reply to your letter of May 25 it is our intent to include the planting on the railroad right of way within the contract proposed for letting this summer. We could cover a reduction of the planting of the small pines, but we should know their decision on the block between Portland and Malvern at once. In this location their decision directly affects the sprinkling system installation, the lawn planting and the location of the street trees.

If you could get a prompt decision from them on this question, it would be appreciated.

Very truly yours,

R. H. Baldock
State Highway Engineer

By
H. G. Williams
First Assistant State Highway Engineer

HGA:bs

cc Mark H. Astrup

...COLLIER, PRESIDENT
...E O'NEILL, VICE-PRESIDENT
A. M. COLLIER, SECRETARY

Time Tells in Building

RETAIL LUMBER - MILL WORK
HARDWARE - SASH AND DOOR
SHINGLES - PAINT - ETC.

SWAN LAKE MOULDING COMPANY

PHONE 3169 SOUTH SIXTH STREET P. O. Box 271
KLAMATH FALLS, OREGON

May 25, 1949

R. H. Baldock
Oregon State Highway Engineer
Salem, Oregon

Attn: Mr. M. H. Astrup

Dear Sir:

In reply to my letter to the Southern Pacific requesting their acceptance of your proposal to landscape part of their right of way along side the new North Entrance, please be advised that I have received a letter from their Division Superintendent stating that they had received the proposal and that he would transmit it on to higher authorities and that we would be advised in "due time".

I am wondering whether it was your intention to include this planting in your contract. If so, will you please advise me and I will pursue the matter farther with the S. P. to force a prompt decision. If not then we will play along with them.

I have filed with the City Records the plat which you left with me of the Recreation Area and I shall be pleased to receive a copy of your revised plan whenever you have it ready.

Thanking you for many past favors, I am,

Respectfully yours,

Alfred D. Collier
Member, Klamath Falls City Planning Comm.

ADC/dl

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MAY 2...
...REGON
STATE HIGHWAY COMMISSION

RECEIVED
FOR FILING

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RETAIL LUMBER - MILL WORK
HARDWARE - SASH AND DOOR
SHINGLES - PAINT - ETC.

SWAN LAKE MOULDING COMPANY

PHONE 3188. SOUTH SIXTH STREET P. O. Box 271
KLAMATH FALLS, OREGON

May 26, 1949

RECEIVED
MAY 26 1949
OREGON
STATE HIGHWAY COMMISSION

R. H. Baldock
Oregon State Highway Engineer
Salem, Oregon

Attn: W. T. Williams, First Assistant

Dear Mr. Baldock:

Replying to your letter of April 18th, on April 30th I wrote to the Southern Pacific, carbon copy which I sent to you, and received acknowledgement of the receipt of the letter and maps and statement that their decision would be forthcoming in due time. Knowing that you want to include this in your plans, I have today shown R. H. Baymiller, Assistant Division Engineer, of Dunsmuir, location and approximate idea of what you would want to do. On the area from the canal to Portland Street where you desire a fifteen foot additional easement, he thinks the Southern Pacific would give the easement provided the planting would be not over the height of the car wheels so that the view of the grade crossing would not be obstructed and the engineer would have full sight of the crossing. They would prefer grass and low shrubs only in this area. As to the donation of the $1054. which is the estimated cost, he says that is up to the higher-ups but that it is problematical whether they would make this donation or not. In this connection, I told him that the town was very much interested in the S. P.'s coming in on this particular project.

From Portland Street to Station 55, it is also his idea that under the present conditions there is very little that can be done to this stretch. It might be possible to smooth it a little bit, but due to the run off and drainage and the further fact that any plantings which were not maintained would create some fire hazard, he believes the development of this area should be left to the futube. From Station 19 to Station 40 he thinks that the Southern Pacific would be willing to give you the easement for planting that you want and that there would be no restriction on the height in this area. He does however express the thought that if possible the planting should be maintained by discing around the trees so that top fires set from the locomotive would not burn up the planting. I inspected the area roughly from Portland Street along the tracks for 1200 feet and suggested that in the future it might be possible to put in dry wells and Quaking Aspen trees alongside the ditch where the run off goes but this is for the future.

He will put the information which he secured here on to a map and send it on in with his recommendation, adding thereto the information that you are at this time preparing the plans and therefore we would appreciate prompt action on this matter.

I am sending him a carbon copy of this so that he will be familiar with what I have told you, and if he has any corrections to make that he can make them.

Thanking you for your kind interest in this matter, I am,

Respectfully yours,

Alfred D. Collier
Member, City Planning Commission

ADC/dl

cc: R. R. Baymiller
Assistant Division Engineer
Dunsmuir, Calif.

RECEIVED
MAY 26 1940
FOR FILING

May 18, 1940

NOTED
W. C. WILLIAMS

J. H. Devers
Chief Counsel
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

In conformity with your letter regarding the Agreement between the City of Klamath Falls and the Oregon State Highway Commission on the park area alongside the new North Entrance, I have submitted this to the Common Council and they have authorized the Mayor to enter into this Agreement, and it should be received by you shortly.

In the descriptions there was a typographical error in the omission of a lot number and I have inserted this in the body of the Agreement and of the Deed. I believe you will find this correct upon checking.

The City Council is very pleased with the cooperative attitude of the Highway Commission on this matter.

Thanking you for many past favors, I am,

Respectfully yours,

Alfred D. Collier.

ADC/dl
cc: Mark H. Astrup
Landscape Engineer
Oregon State Highway Commission.

RECEIVED
MAY 23 1940
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 9 1949
FOR FILING
COMMISSIONERS

H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. S. McCULLOUGH
ASST. STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

May 4, 1949

NOTE
W. C. WILLIAMS

10 - 5

Mr. Alfred D. Collier, Member
Klamath Falls Park Board
P. O. Box 271
Klamath Falls, Oregon

Dear Mr. Collier:

I was very pleased to read in your letter of April 30 that the Klamath Falls Park Board had acquired additional properties adjacent to the [illegible]on the highway right of way which is being deeded to the City for recreational use.

This additional property is considered a most desirable acquisition, and we will be pleased to work with you in designing the lay-out of the parking area. I expect to be in Klamath Falls next Tuesday, and I will bring with me copies of the agreement prepared for execution by the City and State on the Klamath Falls park project. I am looking forward to seeing you at that time.

Very truly yours,

Mark H. Astrup

Mark H. Astrup
Landscape Engineer

MHA:be

cc Mr. W. C. Williams

COPY

SWAN LAKE MOULDING COMPANY

KLAMATH FALLS, OREGON

April 30, 1949

M. H. Astrup
Landscape Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

In connection with the new North Entrance, Klamath County has deeded to the City of Klamath Falls for park purposes Lots 9, 10, 11, 12, 19, 20, 21 and 22 in Block 19 of Hillside Addition to the City of Klamath Falls so that we have the area for the field sports shown on your map. These lots are 50 feet wide so that we now have 200 feet frontage on DelMoro and Painter Street extending easterly from your right of way line, plus the 20 foot alley.

Klamath County has also deeded to the City for park purposes Lots 10,11,12, 20 and 21 in Block 32 of Hot Springs, and the City of Klamath Falls has indicated its willingness also to devote to park purposes Lot 19 of Block 32 in Hot Springs Addition to Klamath Falls. These lots are also 50 feet so that it gives us this area between Leroy and DelMoro, 150 feet frontage plus the 20 foot alley. It is the thought of the Recreation Committee and the Park Committee that this particular area would be devoted to parking. I am wondering whether it would be possible for your to design the lay-out of this area for parking for us. You have done such a nice job on the other that we should appreciate the benefit of your advice on this also.

Thanking you for whatever you may be able to do for us in this matter, we are,

Respectfully yours,

KLAMATH FALLS PARK BOARD

(signed)

Alfred D. Collier, Member
P. O. Box 271
Klamath Falls, Oregon

RECEIVED
MAY 10 19[illegible]
FOR FILING

April 30, 1948

NOTED
W. C. WILLIAMS

5-4-49

Mr. J. A. Hallmann
Division Superintendent
Southern Pacific Company
Dunsmuir, California

Dear Sir:

The City of Klamath Falls, through its Planning Commission and Mayor, have in times past contacted your office relative to the beautifying of your north entrance into the City of Klamath Falls. We have requested that wherever possible unsightly borrow pits be filled in and that landscaping be undertaken both to beautify your right of way and also to shield the residence district from the large volume of noise made by your engines laboring up this grade. Such planting would also shield your trains from the glare of headlights on the new highway paralleling your tracks and would shield your headlights from the automobile traffic.

The type of planting would of necessity have to be of a type that would not endanger your operation. On the other hand, if at all possible, it should be of such a type as to disperse as much as may be the noise of the engines laboring up this heavy grade. At the present time, meetings in the Armory, the high school, and the athletic field often have to pause for the passage of your engines.

The Superintendent pressing you mind that the Planning Commission submit detailed plans showing the proposed grading and planting. Inasmuch as the Planning Commission has no funds and the members donate their services, it is not possible for us to excel in a detailed plan, and we have suggested that it might be possible for your people to make a better survey than we could of the improvements asked. We have however asked the State Highway to support such improvements where the new highway borders on your right of way. The State Highway is proposing to beautify and landscape their right of way into the City of Klamath Falls, and the City of Klamath Falls is proposing to create a recreation area in conjunction. Part of

RECEIVED
MAY 3 - 1949
OREGON
STATE HIGHWAY COMMISSION

this improvement will be a lawn and the Highway Commission has suggested that you cooperate with them in the installation of this improvement after which time they would install the grass and maintain it, the total improvement. I am enclosing copy of their letter of April 13th, 1949, in which they state their proposal.

From Portland Street to Station 55, as shown on the two maps enclosed, the terrain does not readily lend itself to landscaping unless the borrow pits were filled or you planted on your own right of way. From Station 40 to Station 19 they would like to obtain a planting easement on your property for the screening of engines and automobile headlights. The planting would be of native shrubs and trees, which after they were established would not require attention. The cost of the improvement to the railroad which the Highway proposes is estimated at $1050.

The Planning Commission will appreciate very much your study of this request and as early an answer as possible so that the State Highway Commission can make their plans for this planting and let the necessary contracts for the grading and planting. They are proposing to expend some thirty odd thousand dollars on this improvement and we sincerely hope that the Southern Pacific can see their way clear to cooperate in this matter which means so much to the City of Klamath Falls.

Thanking you for your kind cooperation in this matter, I am,

Respectfully yours,

Alfred D. Collier.
Member, Klamath Falls City Planning Commission
P. O. Box 271
Klamath Falls, Oregon

ADC/dl
cc: W. C. Williams
1st Assistant, State Highway Engineer
Oregon State Highway Commission

Mayor Robert A. Thompson

encl. 3

RECEIVED
APR 20 1949
FOR FILING
18-1047
3208
10-17W

April 18, 1949

Mr. Alfred D. Collier, Member
Klamath Falls City Planning Commission
Klamath Falls, Oregon

Dear Mr. Collier:

Reference is made to your letter of March 28 requesting copies of our plans showing the scope of the roadside improvement work involving Southern Pacific Railroad Company property.

The planting plans for the whole First Avenue—Esplanade Street section are not complete. In lieu thereof, we have shown diagrammatically the locations where we would recommend railroad improvement or where we desire a planting easement on the railroad property.

Starting near the south end of the project, from the irrigation canal to Portland Street, we would like to see the railroad company develop at least an additional 15-foot strip to balance the tree and grass planting on the opposite side of the highway and to partially screen off the railroad tracks. Our right of way is inadequate to accomplish this purpose. It is estimated that the total cost of the development on railroad property would be $1,054, including the installation of an underground sprinkling system, the planting of 8 trees and approximately a 15-foot strip of grass. If the railroad would assume this obligation, the Highway Commission will complete the grass planting on their right of way and agree to maintain the total improvement.

From Portland Street to Station 55, it is doubtful that any planting can be done on the highway right of way. Our right of way is approximately at the bottom of the railroad drainage ditch. The shoulder is inadequate and the slope into the drainage ditch is unsuitable for tree planting. This section is opposite the land which is being deeded to the City for active recreation purposes and the screen planting will have to be confined to the east side of the highway unless the railroad would see fit to introduce plantings on their right of way. If it ever becomes possible in the future to fill the present ditch and carry this drainage in a pipe, it will then be possible to utilize and secure an effective roadside planting between the railroad and the highway.

Although we are not requesting railroad participation in the

cost of development, we would like to obtain a planting easement roughly from Station 40 to Station 19 so that we can bolster up the roadside planting for screening purposes and to eliminate any possible glare from railroad engine headlights to south-bound highway traffic. Our right of way maps show that the land between the highway right of way and the railroad right of way line, as shown on the attached maps, belongs to the Central Pacific Railroad. In no case will this screen planting interfere with any railroad sight distances or utility lines existing or proposed on the railroad right of way.

I trust the above information will be of value to the Planning Commission in obtaining their objective. We assume that your negotiations with the Southern Pacific Railroad are of an exploratory nature, and that it will be necessary for the Highway Department to request and obtain planting easements or other agreements prior to accomplishing any work on railroad property. We would therefore appreciate receiving information on the results of your conferences at the earliest practicable date.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
First Assistant State Highway Engineer

MKA:bs

Encl. (2 sets maps)

ASS[illegible]MENT No. 1097

[illegible]TION: Alfred D. Collier's letter of 3-28-49 re City Planning Commission's request that S.P.&R Co. beautify its R/W alongside new North Engrance hwy. into Kl. Falls

DATE: 4-1-49 ASSIGNED TO: ASTHUP

- ☐ Investigation and report to this office
- ☐ Reply direct with copy to this office
- ☐ Return with drafted reply
- ☐ Comment or recommendation and return to this office
- ☐ Investigation and such action as is necessary
- ☐ Please prepare reply for my signature
- ☐ Assignment executed Date _____

XXX Please Prepare reply with necessary maps, etc.

REPORT RECEIVED: 4-19-49 me

REMARKS:

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

ASr

...OLLIER, PRESIDENT
...NEILL, VICE-PRESIDENT
...COLLIER, SECRETARY

Time Tells in Building

RETAIL LUMBER - MILL WORK
HARDWARE - SASH AND DOOR
SHINGLES - PAINT - ETC.

SWAN LAKE MOULDING COMPANY

PHONE 3189 ... SOUTH SIXTH STREET P. O. Box 271
KLAMATH FALLS, OREGON

March 28, 1949

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

NOTED
W. C. WILLIAMS

R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The City Planning Commission of Klamath Falls has asked the Southern Pacific Railway Company to beautify its right-of-way alongside your new North Entrance highway into Klamath Falls.

Mr. G. H. Kilborn, Superintendent at Dunsmuir, has replied to our request stating that he would like to have a plan showing the complete scope of the work involved to present to his management. We are wondering whether it would be possible to have such a plan made in conjunction with your landscape plan so that we could present it to the Southern Pacific for their approval.

The Planning Commission desires very much to beautify this entrance and to also minimize the noise from the train and highway.

Thanking you for your kind cooperation in this matter, we are,

Respectfully yours,

KLAMATH FALLS CITY PLANNING COMMISSION

Alfred D. Collier, Member

ADC/dl

RECEIVED
... STATE ... COMMISSION

E. A. MEOLA

RECEIVED
APR 1 1949
FOR FILING

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HARDWARE - SASH AND DOOR
SHINGLES - PAINT - ETC.

SWAN LAKE MOULDING COMPANY

PHONE 3169 SOUTH SIXTH STREET P. O. BOX 271
KLAMATH FALLS, OREGON

March 28, 1949

R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
W. C. WILLIAMS

Attn: W. C. Williams, Assistant

Gentlemen:

Pursuant to your letter of March 10, 1949, re recreational development on the North Entrance to Klamath Falls, the City Council has approved the project as outlined in your letter and has authorized the Mayor to contact your office with the request that legal forms be prepared by your Legal Department. Mayor Thompson has sent me a carbon of his letter to you in conformance to such action.

We thank you for your kind cooperation in this matter, and await your further actions.

Respectfully yours,

Alfred D. Collier
P. O. Box 271
Klamath Falls, Oregon

ADC/dl

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RECEIVED
FOR FILING

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
A. W. SCHAUPP, MEMBER
KLAMATH FALLS
BEN. R. CHANDLER, MEMBER
COOS BAY

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

Mar. 24, 1949

IN REPLY PLEASE
REFER TO FILE

Mr. W. C. Williams
Assistant State Highway Engineer
O f f i c e

Dear Mr. Williams:

I have just read your communication of the 24th, relative to the plan by which the Commission will convey to Klamath Falls certain property that the State owns so that the City may create a park or recreational area, and I note your request that proper legal papers be prepared. I will do so, but I will have to ask you to give me a few days'time, for I have so many other things ahead of me.

Yours very truly,

J. M. DEVERS

JMD:FRC

NOTED
W. C. WILLIAMS

...OR FILING

File

Salem, Oregon
March 24, 1949

Mr. J. M. Devers

At the last Commission meeting, the Commission indicated its willingness to deed certain lands along the new north highway entrance to Klamath Falls, to the City of Klamath Falls, for park purposes, with certain provisions. I hand you herewith my file on this matter, and you will note a letter under date of March 21 from Mr. Robert A. Thompson, Mayor, indicating the Council's action of the Commission's stipulations. The stipulations of the Commission are indicated in a letter I addressed to Mr. Alfred D. Collier under date of March 16, which is also included in the file.

Will you please arrange to have the necessary legal forms prepared for this transfer of property, under the conditions stipulated.

Will you please return my file when you are through with it.

W. C. Williams

WCW:ms

Encl.

...FOR FILING

COMMISSIONERS

T. H. BANFIELD, CHAIRMAN
PORTLAND

A. W. SCHAUPP, MEMBER
KLAMATH FALLS

BEN. R. CHANDLER, MEMBER
COOS BAY

Land Agency
Projects
Land Agency

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
CHIEF COUNSEL

H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY COMMISSION
SALEM

February 23, 1949

IN REPLY PLEASE
REFER TO FILE

...Oregon State Highway Commission

Gentlemen:

In perfecting plans for the improvement of US97 into Klamath Falls, a certain agreement was entered into with the City of Klamath Falls and the County of Klamath under date of May 10, 1944. Among items agreed to be performed by the three participating parties, a "Resolution for Adoption of Route Through Klamath Falls" stated, under paragraph seven:

> "The Commission further finds and hereby declares that for the purpose of making possible roadside development along said route, and for the further purpose of making possible the reinstatement and reconstruction of park areas and recreational facilities heretofore constructed and maintained by the City, but which will be impaired and disturbed in connection with the said proposed project, it is necessary that additional real properties along and adjoining said route be acquired; all of which properties are to be surveyed and the boundaries thereof determined by the State Highway Engineer or his representatives."

Considerable property was acquired for the proposed landscape and park development, and I attach hereto a map on which is indicated, in either green or brown shading, all of the property acquired for both rights of way and landscape and park purposes.

The City of Klamath Falls now desires to develop, at some future date, the form of park along the lines indicated within the brown shaded area on the attached map. All of the work would be performed by the City of Klamath Falls, with the exception of one tennis court, which the Highway Commission must replace by reason of the taking of one tennis court for the right of way of the highway.

As the property was acquired for both landscape and park development, there would seem to be no reason why the City of Klamath Falls should not be permitted to develop the park. We believe, however, that the development and

maintenance of the park should be entirely the obligation of the city, and that the property to be occupied by the park should be deeded to the city, so that the State will be relieved of any responsibility. I, therefore, suggest to you that we deed to the city the area shaded in brown, which, at the nearest point is a minimum distance of 110 feet from the center line of the highway and 70 feet from the nearest edge of the pavement on the northbound lane. If deeded to the city, the deed should stipulate that there would be no access whatsoever between the park and the highway, and that a substantial fence be constructed along the dividing line between the park and the highway right of way.

This matter will be on the agenda for your consideration at the next meeting.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.

FORM S-20 REV 7-46

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 9, 1949

SUBJECT: Roadside Improvement Klamath Falls, First Avenue--Esplanade Section

To: W. C. Williams
Assistant State Highway Engineer
O F F I C E

The following quotations pertinent to the above subject are quoted from the agreement entered into by the Highway Commission, 10 May, 1944, with the City of Klamath Falls and with Klamath County.

CITY OF KLAMATH FALLS:
"6. Make available to the State for use in the development of any park or parking areas constructed in connection with said project any and all water systems, plants, shrubbery or other vegetation, improvements or developments now installed, existing or growing upon or within any park or land, the area of which will be involved in said project."

STATE OF OREGON:
"3. Within the discretion and option of the Commission as to time when, extent of, and method employed, develop and maintain along said highway such roadside development as to the Commission may seem appropriate, using for such purpose native plants, shrubs and such other vegetation as will aid in preserving the native character of the area."

"5. Acquire, in addition to the real property needed for right of way purposes, such additional real properties as in the judgment of the Commission are necessary for proper and appropriate roadside and park development . . . ."

"12. Reconstruct at some suitable place along or adjacent to said highway project the existing tennis court which it is understood will be disturbed if and when said highway project is accomplished. In this connection it is understood that it shall be discretionary with the State as to whether or not said court is constructed of Portland cement or asphaltic concrete."

GENERAL PROVISIONS:
"4. It is likewise recognized that the contemplated project is one which is of vital interest to the State, the City and the County, and its accomplishment can be more satisfactorily promoted by the joint effort of all parties concerned. Therefore

> the State, the City and the County pledge to each other good faith and wholesome cooperation throughout all negotiations and all construction, operations and details."
>
> "5. One of the Commission's prime objectives in the adoption of said proposed new route and location and the construction of a highway thereover is to make possible the control and/or the prohibition of the use of publicly-owned or privately-owned land adjoining the right of way of said highway for the erection and/or maintenance thereon of billboards, posters or any other form of outdoor advertising, and/or the use of said lands for the construction of buildings or the conduct of a business or businesses thereon the nature or character of which would mar or detract from the scenic or aesthetic value of the highway or the roadside development connected therewith, or which would in any way or to any extent interfere with, congest, or otherwise restrict or jeopardize the free and safe movement of traffic . . ."

In addition, the "Resolution for Adoption of Route Through Klamath Falls" states:

> "7. The Commission further finds and hereby declares that for the purpose of making possible roadside development along said route, and for the further purpose of making possible the reinstatement and reconstruction of park areas and recreational facilities heretofore constructed and maintained by the City, but which will be impaired and disturbed in connection with the said proposed project, it is necessary that additional real properties along and adjoining said route be acquired; all of which properties are to be surveyed and the boundaries thereof determined by the State Highway Engineer or his representatives."

In planning the roadside improvement work in conjunction with the Esplanade section of this project, a site was considered for the future construction of a tennis court as provided for in the Agreement, so that necessary grading could be accomplished without later disturbing the area. The location was discussed with a member of the Park Board, and he was requested to determine whether the City had any preference in the locations tentatively chosen. His reply (Exhibit I) embraces a greatly enlarged recreational proposal. The attached map (Exhibit II) shows the manner in which the City's proposed recreational development can be adapted to the site without unduly sacrificing the purposes and intent of the agreement which motivated the purchase of the wide right of way in this highway section.

Study of the plan discloses that all recreational developments are a minimum distance of 100 feet from the east edge of the northbound highway traffic lane. Trees and a minimum of shrub plantings are proposed in this strip and are dispersed between the various types of play

areas. These give a screen and protection comparable to that which would be achieved if the active recreational installations were not constructed.

There is ample precedence that the request for permission to establish and maintain a facility of this type adjacent to the highway is consistent with good planning practices. For example, extensive recreational facilities of this identical type have been installed adjacent to some of the new parkways built in New York City. They have proven to be heavily used and beneficial to the residents of the surrounding communities. They are isolated from highway traffic by the construction of a link-type iron fence and are in no wise unattractive in appearance to the highway user.

It is, therefore, recommended that favorable consideration be given to the location of the active recreational facilities as proposed by City authorities provided (a) that the City of Klamath Falls agrees to erect a standard 7 foot Cyclone "Invincible" or equivalent type fence between the highway and the proposed recreational development at such time as recreational facilities are constructed, the exact location contingent upon the final acceptance of the development plan by all parties concerned; (b) that the State be officially absolved by action of appropriate City authorities of all responsibility for the construction, maintenance or operation of the area once any or all of the recreational facilities are constructed by either party. The latter is cogent only if the State prefers to retain title to the area and give the City a special use permit. Should the State determine to deed the land to the City, recommendation "b" is unnecessary. In either case, it is recommended that provision be made to recapture the property if needed for highway purposes and for forfeiture of the permit or property if used for any other purpose than recreation.

The above presumes that the State will, under its roadside improvement project, accomplish the rough grading necessary for the future recreational construction so that permanent grades can be established permitting the planting of trees and shrubs to accomplish the objectives stated in the Agreement and Resolution above quoted.

Mark H. Astrup

Mark H. Astrup
Landscape Engineer

MHA:be

Encls. Exhibit I and II

areas. These give a screen and protection comparable to that which would be achieved if the active recreational installations were not constructed.

There is ample precedence that the request for permission to establish and maintain a facility of this type adjacent to the highway is consistent with good planning practices. For example, extensive recreational facilities of this identical type have been installed adjacent to some of the new parkways built in New York City. They have proven to be heavily used and beneficial to the residents of the surrounding communities. They are isolated from highway traffic by the construction of a link-type iron fence and are in no wise unattractive in appearance to the highway user.

It is, therefore, recommended that favorable consideration be given to the location of the active recreational facilities as proposed by City authorities provided (a) that the City of Klamath Falls agrees to erect a standard 7 foot Cyclone "Invincible" or equivalent type fence between the highway and the proposed recreational development at such time as recreational facilities are constructed, the exact location contingent upon the final acceptance of the development plan by all parties concerned; (b) that the State be officially absolved by action of appropriate City authorities of all responsibility for the construction, maintenance or operation of the area once any or all of the recreational facilities are constructed by either party. The latter is cogent only if the State prefers to retain title to the area and give the City a special use permit. Should the State determine to deed the land to the City, recommendation "b" is unnecessary. In either case, it is recommended that provision be made to recapture the property if needed for highway purposes and for forfeiture of the permit or property if used for any other purpose than recreation.

The above presumes that the State will, under its roadside improvement project, accomplish the rough grading necessary for the future recreational construction so that permanent grades can be established permitting the planting of trees and shrubs to accomplish the objectives stated in the Agreement and Resolution above quoted.

Mark H. Astrup

Mark H. Astrup
Landscape Engineer

MHA:be

Encls. Exhibit I and II

Alfred D. Collier, Pres[illegible]t
V. E. O'Neill, Vice-President
A. M. Collier, Secretary

Retail Lumber-Mill Work
Hardware--Sash and Door
Shingles--Paint--etc.

SWAN LAKE MOULDING COMPANY
PHONE3169 SOUTH SIXTH STREET P. O. Box 271
KLAMATH FALLS, OREGON

January 27, 1949

COPY

Mister M. H. Astrup
Landscape Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

I am enclosing herewith suggested plan of the lay-out for tennis courts, etc., discussed on your visit here with Mr. Wharton, to go into the new North Entrance Highway to Klamath Falls. As you will note, provision has been made for three tennis courts at the lower end of Manzanita Street on the West side of Manzanita Street. This location has been approved by the Park Board, the Recreation Committee and the Planning Commission of the City of Klamath Falls. The agreement, I believe, is that you people will replace the tennis court on Alameda which would be the one nearest the end of Manzanita Street, and grade the land for the others at the same time.

The Recreation Commission would like very much also to have the rest of the play area worked into your plan with the thought that the development would come along in the future and that aside from the grading, expense of installation, maintenance, and supervision of various equipment would be at the expense of the Recreation Committee of the City of Klamath Falls. The Hot Springs area has no play area at the present time which the Recreation Commission could use. The Recreation Committee expresses the belief that their equipment would be sightly, far enough removed from the highway not to create a hazard, and the surfaces would be concrete or sand so that there would be no upkeep required in the line of lawns. Mr. Smith has not shown the bridle path but it could very logically act as a sort of border to this play area.

Will you therefore please look this proposal over and advise us whether it can be incorporated in your proposed landscaping. As this area would probably not be built for some little time, the trees and shrubs would have a pretty good chance to establish themselves before there was very much activity around them.

Please accept our apologies for the delay in getting all factors involved in agreement, and securing a drawing of the proposed lay-out.

Awaiting your further advice, I am,

Respectfully yours,

(signed)

Alfred D. Collier
P. O. Box 271
Klamath Falls, Oregon

dl
encl. 1

EXHIBIT "A"

18-1601 Klamath Falls Traffic Signals 1949
Esplanade & Main Streets.
#3209

RECEIVED
JUL 17 1950
FOR FILING

18-1601

OREGON STATE HIGHWAY COMMISSION

June 15, 1950
(Date)

1209 (Contract No.) 3-final (Est. No.) City Electric, Inc. (Contractor)

Vou. No:	Warrant No:	Amt: $	Date:
8937	376386	1,977.96	6/14/50

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. This warrant will be held in the Accounting Division until advised by you that release is authorized.

Specified date of completion:

Completed:

Contract Accepted:

Time Extensions:

Penalties:

Claims:

Remarks:

ACCOUNTING DIVISION

Date:

Accounting Division:

Release of the above warrant is hereby authorized:

H. B. Glaisyer

Warrant Mailed: JUL 14 1950

NOTED ON CARD
7-14-50, gf

OREGON STATE HIGHWAY COMMISSION

June 15, 1950
(Date)

3209 (Contract No.)	2-final (Est. No.)	City Electric, Inc. (Contractor)	
Vou. No:	Warrant No:	Amt: $	Date:
8937	376386	1,977.96	6/14/50

[redacted]

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. This warrant will be held in the Accounting Division until advised by you that release is authorized.

Specified date of completion: Jan.15,1950 ACCOUNTING DIVISION

Completed: May 10, 1950
Contract Accepted: [redacted] July 11,1950

Time Extensions: Extended to May 10,1950 without penalty

Penalties: None of Record

Claims: None of Record

Remarks:

Date: July 13, 1950

Accounting Division:

Release of the above warrant is hereby authorized:

H. B. Glaisyer

Warrant Mailed:

RECEIVED
JUN 19 1950
FOR FILING

FORM E-20X 25M 9-49 34888

18-1601

3209

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

June 13, 1950

To: O. S. Paxson

SUBJECT: Cost of Preparing Plans & Specifications
Traffic Signal - Main & Esplanade Sts.
Klamath Falls - Contract No. 3209

NOTED
W. C. WILLIAMS

With regard preparation of plans and specifications for installation of traffic signal at the intersection of Main and Esplanade Streets in Klamath Falls, I wish to advise that this office incurred expenses in the amount of $225. I have prepared and attach transfer of charge form which, if it meets with your approval, I wish you would release to the Accounting Division.

F. B. Crandall
Traffic Engineer

JAH:LJ
Attachment

cc: W. C. Williams
S. H. Probert
Val Johnson

RECEIVED
JUN 8 1950
FOR FILING

18-1601
3209

June 7, 1950

City Electric, Inc.
245 Center St.
Salem, Oregon

Gentlemen:

The State Highway Commission, at its meeting on May 26, 1950, had under discussion your request for an extension of time of 25 days, from April 15 to May 10, 1950, within which to complete your contract No. 1209 for constructing traffic signals in Klamath Falls, Klamath County.

I am pleased to inform you that the Highway Commission granted your request without penalty. However, I was instructed to inform you that the Commission, in arriving at its decision, considered but did not necessarily adopt either the recommendation of the Engineer or the reasons given by you for failure to complete the project within the specified time.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: Wm. E. Chandler,
Division Engineer

H. H. Moore,
Resident Engineer

W. A. Reeves

NOTED ON CARD
6-7-50 JC

RECEIVED
MAY 24 1950
FOR FILING

18-1601

3209

May 24, 1950

Hartford Accident and Indemnity Co.
Hartford 15
Connecticut

Gentlemen:

Please be advised that State Highway Contract No. 3209, for installation of Klamath Falls Traffic Signals in Klamath County, has been completed by the contractor, City Electric, Inc., and that final payment in the amount of $1,977.96 will be made after acceptance by the Commission.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $3,180.00, and that [redacted] force account work was performed on the project. This contract was completed on May 10, 1950 but has not as yet been accepted by the Commission.

We are sending you this notice as you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

gl

Secretary

cc: Merrill D. Ohling, Insurance
250 N. High St.
Salem, Oregon

NOTED ON CARD
5-24-50, gf

RECEIVED
MAY 23 1950
FOR FILING

18-1601

3209

May 22, 1950

Request for Extension of Time
No. 6
May 25 and 26 Meeting

State Highway Commission

Gentlemen:

Re: Klamath Falls Traffic Signals
City Electric, Inc., Contractor
Contract No. 3209

Herewith copy of an application from the contractor on the above project asking for a second extension of time, from April 15 to May 15, 1950, in which to complete the work on this project. The specified completion date was January 15, and the time was extended to April 15, 1950 at the Commission meeting on April 25.

All work was completed within the second time extension except the painting of the poles. There has been no further engineering costs, and it is recommended that the extension be granted without penalty to the contractor.

This is a State Project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attached

GEP:gm
cc G. E. Peterson

RECEIVED
MAY 1 - 1950
FOR FILING

18-1601

3209

May 1, 1950

City Electric, Inc.
245 Center St.
Salem, Oregon

Gentlemen:

The State Highway Commission, at its meeting on April 25, 1950, had under discussion your request for an extension of time of 30 days, from March 15 to April 15, 1950, within which to complete your contract No. 3209 covering installation of traffic signals at Klamath Falls in Klamath County.

I am pleased to inform you that the Highway Commission granted your request without penalty. However, I was instructed to inform you that the Commission, in arriving at its decision, considered but did not necessarily adopt either the recommendation of the Engineer or the reasons given by you for failure to complete the project within the specified time.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: Wm. E. Chandler,
Division Engineer

W. A. Reeves

NOTED ON CARD
5-1-50 gl

RECEIVED
APR 1 1950
FOR FILING

18-1601
3209

April 11, 1950

Reports for Extension of Time
No. 1,
April 15 and 27 sentence

State Highway Commission

Gentlemen:

Re: Klamath Falls Traffic Signals
Contract No. 3209
City Electric, Inc., Contractor

The contractor has expedited his work as much as is practicable on this project. The delay is entirely occasioned by shortage in furnishing the special signal equipment from the factory.

It is recommended that the second extension of 30 days, from March 15 to April 15, 1950, be granted without penalty to the contractor.

This is a State Project and concurrence of the Bureau of Public Roads in this recommendation is not required.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attached

CEP:gm
cc U. S. Bureau

RECEIVED
FEB 21 1950
FOR FILING

18-1601

3207

February 20, 1950

City Electric, Inc.
245 Center St.
Salem, Oregon

Gentlemen:

The State Highway Commission, at its meeting on February 6, 1950, had under discussion your request for an extension of time of 60 days, from January 15 to March 15, 1950, within which to complete your contract No. 3209 for installation of Klamath Falls traffic signals in Klamath County.

I am pleased to inform you that the Highway Commission granted your request without penalty. However, I was instructed to inform you that the Commission, in arriving at its decision, considered but did not necessarily adopt either the recommendation of the Engineer or the reasons given by you for failure to complete the project within the specified time.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: F. D. Eason,
Division Engineer

G. S. Pearson

NOTED ON CARD
2-20-50 JP

RECEIVED
FEB 3 1950
FOR FILING

18-1601

3209

February 2, 1950

Request for extension of time
No. 11
February 6 and 7 reading

Oregon State Highway Commission

Gentlemen:

Re: Klamath Falls Traffic Signals
City Electric, Inc., Contractor
Contract No. 3209

Herewith is a copy of a request for an extension of time from January 15, 1950 to and including March 15, 1950, for the completion of the installation of the traffic signals at the intersection of Main and Esplanade Streets in Klamath Falls, Oregon.

This project is complete with the exception of the installation of the control equipment. This equipment has been ordered since the contract was awarded, and is in through no fault of the contractor that it has not been delivered and the project completed. It is recommended that the extension be granted without penalty to the contractor. This is a State Project and concurrence of the Bureau of Public Roads is not required.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attachment

RECEIVED
JAN - 4 1950
FOR FILING

18-1601

3209

FRED SNIDER
Phone 3-5526

3209

CITY ELECTRIC, Inc.

Electrical Contracting

245 Center Street
SALEM, OREGON

noted
J.Q.

December 31, 1949

Oregon State Highway Commission
Salem, Oregon

Attn: Mr. H. B. Glaisyer

Dear Mr. Glaisyer:

I received the copy of your letter to the Hartford Accident & Indemnity Co. regarding the release of the claim filed by Gladney and Adams against your contract #3209 with me.

I am sorry this happened, but when I received their statement for materials purchased from them for this job I protested some of the charges, which were as much as 50% higher than local prices. When I protested they immediately filed claim.

When they informed me they had filed claim, I paid their account in full to avoid any difficulty with the job and my bonding company.

Very truly yours,

Fred M. Snider

NOTED ON Cmw
1-3-50 JQ

File

3209 Wes Lewis

December 20, 1949

Hartford Accident & Indemnity Co.

Hartford 15, Connecticut

Gentlemen:

We have received a letter from Gladney and Adams advising as follows:

"Re: City Electric, Inc. * * * please be advised that the City Electric, Inc. has made payment of their account in full as of the date of December sixteenth. We are therefore withdrawing all protests or complaints against said contractor and you may consider the matter closed."

This appears to be in connection with our Contract 3209 with City Electric, Inc., for the installation of traffic signals in Klamath Falls. On December 7 Gladney and Adams filed with this office a claim in the amount of $143.29 in connection with this contract.

This information is furnished as the Hartford Accident and Indemnity Company appears as surety on the bond executed in connection with Contract 3209.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

cc - Merrill D. Ohling, Insurance
250 North High Street
Salem, Oregon

City Electric, Inc.
245 Center Street
Salem, Oregon

NOTED ON CARD
12-30-49 JF

Miss Sims

December 30, 1949

Gladney and Adams
South Sixth and Midland Road
Klamath Falls, Oregon

Gentlemen:

Your letter of December 24, addressed to Mr. G. S. Paxson has been referred to this office.

We wish to thank you for advising us that the City Electric, Inc., has made payment of their account to you in full. This appears to be in connection with our Contract 3209 with City Electric, Inc., for the installation of traffic signals in Klamath Falls and against which contract you filed a claim in the amount of $143.29 on December 7.

We will advise the surety on the contract and the contractor that your letter has been received.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:mt

cc - G. S. Paxson
G. W. Enfield

NOTED ON CARD

12-30-49, g.r

FORM E-30 20M 6-49 32603

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 27, 1949

SUBJECT:

3209

To:

Mr. H. B. Glaisyer
Secretary
O f f i c e

Dear Sir:

Some time ago, Mr. Enfield wrote to Gladney and Adams relative to the matter mentioned in the attached letter. You may want to keep this withdrawal of complaint in the contract file.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP:gm
Attached

cc C. W. Enfield

REFERRED TO
BY SECRETARY

NOTED
H. B. GLAISYER

note on card and
return unused letter

12-27-49

OFFICE BOX 838 TELEPHONE 7401

GLADNEY AND ADAMS

READY MIX CONCRETE

CEMENT · · SAND · · GRAVEL

CRUSHED ROCK · REINFORCING STEEL

SOUTH SIXTH AND MIDLAND ROAD

KLAMATH FALLS, OREGON

December 24,1949

G. S. Paxson-Bridge Engineer
319 State Office Building
Salem, Oregon.

Re:City Electric, Inc.

Dear Sir:

In regard to the above referenced matter please be advised that the City Electric,Inc. has made payment of their account in full as of the date ofDecember sixteenth. We are therefore withdrawing all protests or complaints against said contractor and you may consider the matter closed.

Very truly yours,
Gladney and Adams
by H. K. Adams

CC;City Electric, Inc.

NOTED
H. B. GLAISYER

"All quotations are subject to the condition that we are not obligated to make deliveries thereunder if prevented or hindered by strikes, fires, accidents, shortage of power, inability to obtain sufficient cars, delays in transportation, or causes beyond our control"

RECEIVED
FOR FILING

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
SEN. R. CHANDLER, MEMBER
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

File

18-1601
3209

December 7, 1949

NOTED
H. B. GLAISYER

REFERRED TO filing
BY SECRETARY
wtt on card
pet sent please
from person

Gladney and Adams
Post Office Box 838
Klamath Falls, Oregon

Attention: Mr. W. K. Adams Re: Contract No. 3209

Gentlemen:

Your letter of December 5, 1949, addressed to Mr. G. S. Paxson, together with the copy of two letters and an itemized statement enclosed therewith, have been turned over to the Legal Department for reply.

Your attention is respectfully invited to O. C. L. A., Section 98-101, wherein it is provided that any person making application therefor and furnishing an affidavit that he has supplied labor or material for the prosecution of a State project, and that payment for the same has not been made, shall be furnished with a certified copy of the State's contract with the contractor, and bond. This section further authorizes such person to bring suit in the name of the State of Oregon for his own benefit against the contractor and sureties for payment of his claim.

Your attention is also invited to the form of notice contained in the above section, which must be filed with the Secretary of State within six months immediately following the completion of the contract and acceptance of the work, otherwise a right of action to maintain such suit will not extend beyond this six-months period.

The amount of your claim is in dispute, and the Highway Commission cannot sit as a tribunal to determine the just amount of claim, and in the course of so doing refuse to make further payments to the State's contractor. The contractor has furnished the State with a bond wherein both the contractor and his surety are liable for payment of all material and labor furnished for the completion of the work, and you have an adequate remedy provided by the statute for bringing suit upon the contract and bond against the contractor and his sureties for a determination of the amount of money due, and for a judgment for such sum.

This is to further advise you that we have no authority or basis for unduly delaying making final payment to the City Electric

Company, Inc., based upon your disputed claim, and if this matter cannot be settled between the parties involved, adequate relief is afforded by the aforementioned statute and the procedures contained therein.

Yours very truly,

J. M. DEVERS

By

C. W. ENFIELD
Assistant Counsel

CWEinvh
cc - G. S. Paxson
H. B. Glaiayer

NOTED ON CARD

12-7-49

RECEIVED
AUG 30 1949
FOR FILING

18-1601
3209

August 26, 1949

City Electric
245 Center Street
Salem, Oregon

Gentlemen:

We are returning herewith your Certified Check No. 1652 in the amount of $159.00 which you submitted with your proposal on August 2nd for the installation of traffic signals in Klamath Falls.

Your contract on this job has now been fully executed and we are therefore returning the check.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:ml
Enc.

RECEIVED
AUG 24 1949
FOR FILING
18-1601
3209

August 24, 1949

City Electric, Inc.
245 Center Street
Salem, Oregon

Gentlemen:

We enclose herewith for your records and files a fully executed copy of Contract No. 3209, which was awarded to you on August 2, 1949, by the State Highway Commission, covering the installation of traffic signals in the city of Klamath Falls.

An executed copy of the above contract is also being sent to the surety on your bond.

Respectfully yours,

fm
Enc.

Secretary
OREGON STATE HIGHWAY COMMISSION

RECEIVED
AUG 3 1949
FOR FILING

18-1601

August 3, 1949

City Electric Co., Inc.
[illegible] Center Street
Salem, Oregon

Gentlemen:

The State Highway Commission on August 2, 1949, awarded you the contract for installation of traffic signals at the intersection of Esplanade and Main Street, in Klamath Falls, Klamath County. This award was based on your low bid of $3,180 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

cc

cc - Mr. S. H. Probert
Mr. C. S. Pearson

...ILING

Salem, Oregon
July 7, 1949

Mr. S. H. Probert
O f f i c e

Attached is an unexecuted copy of an agreement covering signal installation at Main and Esplanade Streets in Klamath Falls.

The original of this agreement has been retained in Mr. Glaisyer's office for the Commission's files, and one copy, fully executed, has been mailed to the City of Klamath Falls.

L. H. Warfield
Staff Engineer

LHW/gd
cc: F. B. Crandall
W. A. Reeves

RECEIVED
JUL 8 1949
FOR FILING

Klamath
Dalles
Bend
K Falls

July 7, 1949

Mr. E. A. Thomas
City Engineer
Klamath Falls, Oregon

Dear Sir:

I have discussed with Mr. Crandall your letter of June 22, wherein you make inquiry as to whether or not provision has been made for an all-red light control from the fire station for the signal installation scheduled at the intersection of Main and Esplanade Street (U897).

With regard to the presently installed signals in Klamath Falls, I might state that the primary purpose of interconnection and supervisory cable to the master controller in the fire station was to permit the use of different cycle length, timing, et cetera, of the signals in adapting them to morning and evening peak-hour flow. The all-red feature for fire purposes was more or less secondary. The installation scheduled for Main and Esplanade is an isolated signal to the extent that it would not be advisable to change the cycle-length timing, as is the case with the other signals which operate as a unit. Any line run to the fire station would, therefore, be for the sole purpose of providing the all-red control.

Provision for a connecting line between the Main and Esplanade signal and the fire station would require a line of conduit to tie into the circuit at the existing 10th Street signal, a distance of some three or four blocks. The cost of doing this is estimated at $1,000. I might say that, in working up the plans and cost estimate for the installation at Main and Esplanade, we gave thought to the connection to the fire station and decided against that feature because of the cost and the little benefit that would be realized.

Summing up our thoughts in the matter we would not wish to incorporate the connection to the fire station because of the cost. If the City feels that the connection is necessary and wishes to stand the expense in connection therewith, certainly there would be no objection from this office.

Very truly yours,

R. H. Baldock
State Highway Engineer

FBC : hi
cc: Mr. F. B. Crandall

FORM E-00 10M 10-48 20007

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 6, 1949

SUBJECT:

To: Mr. W.C. Williams

Attached for further handling by you are two unexecuted copies of an agreement covering signal installation at Main and Esplanade Streets in Klamath Falls.

The original of this agreement has been retained in this office for the Commission's files and one copy, fully executed, has been mailed to the City of Klamath Falls.

H H Kenny

Secretary

rn
attach: 2

1 Probert
1 Crandall
1 Recres

CITY OF KLAMATH FALLS
Klamath Falls, Oregon

COPY

June 22, 1949

Mr. B. F. Crandall
Traffic Engineer
Oregon State Highway Commission
P. O. Box 30
Salem, Oregon

Dear Mr. Crandall:

Have you included in the plans for the traffic signal installation at Main and Esplanade Streets, in Klamath Falls an all red light to be controlled from the fire station, in case of fire?

The traffic signals on Main Street now in operation have a similar control from the fire station for use in case of fire. This feature is very important and should be included in these new traffic signals, if you have not already done so.

Would you please advise me on this matter?

Very truly yours,

(s) E. A. Thomas
City Engineer

ET:db

COPY

RECEIVED
JUN 27 1949
FOR FILING
FORM E-80 REV 1-49 20053

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

June 20, 1949

SUBJECT: Signal Installation
Main & Esplanade
Klamath Falls

To: W. C. Williams

NOTED
W. C. WILLIAMS

I am returning your file having to do with State-City cooperative signal installation at Main and Esplanade in Klamath Falls. I am returning with your original file a copy of Mr. Thomas' most recent letter under date of June 14, addressed to myself setting forth the status of State-City agreement covering signal installation, which will bring you up to date. With regard to the recommendation which we made to the city in the matter of stop sign revision pending signal installation, came in for a bit of "kicking around". Through conversation had with Bill Widdows I learned that such recommendation was presented to the City Council for action and they turned down the idea. Subsequent to this action it is my understanding that Bill Widdows, in company with Tom Edwards, talked to the Council and pointed out the reasons for the recommended change and the logic thereof and with a little pressure to the extent of citing responsibility of city officials if they didn't OK the change and accidents should result. After this confab it is my understanding they directed Mr. Thomas to get together with Widdows and make the change and it is my understanding that such has been done.

F. B. Crandall
Traffic Engineer

FBC:LJ
Attachment

cc: Al Head

FOR FILING

Maint
Traffic
Lights
K- Falls

CITY OF KLAMATH FALLS

June 14, 1949

NOTED
W. C. WILLIAMS

Mr. F. B. Crandall
Traffic Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Crandall:

Your Mr. Booth presented the State-City Agreement for the proposed traffic signal installation at Main and Esplanade Streets in Klamath Falls, to me today.

This agreement cannot be signed by the Mayor until next Monday night's, June 20th, meeting of the City Council, which at that time the Council will authorize the Mayor to sign this agreement.

The traffic signals in question have been discussed by the Mayor and Council, and it is my understanding that they are willing to enter into an agreement with the State as requested.

I am sure there will be no trouble in getting the agreement signed, so I thought I would let you know so that you can proceed with the Highway Commission's meeting to be held on June 27, 1949, for letting the contract for this installation.

Very truly yours,

(s) E. A. Thomas
City Engineer

EAT:db

COPY

FOR FILING

FORM E-80 15M 10-48 20087

File

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 8, 1949

1-13
K-Falls

To: Mr. W. C. Williams
Assistant Highway Engineer
O f f i c e

SUBJECT: Agreement for Traffic Signal Installation, Main and Esplanade Streets - Klamath Falls

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Dear Mr. Williams:

Enclosed herewith are the original and four copies of a proposed agreement between the Highway Commission and the City of Klamath Falls for the installation of a traffic signal at the intersection of Main and Esplanade Streets on U. S. 97 in the City of Klamath Falls.

If this agreement meets with your approval, please forward the enclosed copies to Mr. Al Head for securing the signatures of the City officials prior to presentation to the Commission.

Yours very truly,

J. M. DEVERS

By C W Enfield
C. W. ENFIELD
Assistant Counsel

CWE:avh
Encls.
cc - Al Head

RECEIVED
JUN 10 1949
TRAFFIC ENGINEER

ASSIGNMENT No. 1213

wcw

DESCRIPTION: Mr. Enfield's letter of 6-8-49 enclosing 5 copies of agreement between Comm. and Klamath Falls for installation of traffic signal at Main & Esplanade Streets on US97

DATE: 6-9-49 ASSIGNED TO: CRANDALL

- ☐ Investigation and report to this office
- ☐ Reply direct with copy to this office
- ☐ Return with drafted reply
- ☐ Comment or recommendation and return to this office
- ☐ Investigation and such action as is necessary
- ☐ Please prepare reply for my signature
- ☐ Assignment executed Date_____
- xxx ☐ Please secure signatures of city officials

WCW

REPORT RECEIVED: 6-22-49 mc

REMARKS:

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

FILING

FORM E-60X 10M 6-48 23439

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

May 31, 1949

SUBJECT: Traffic Signal Installation
Main & Esplanade-Klamath Falls

To: G. S. Paxon
Bridge Engineer

Attention: W. A. Reeves

Herewith are plans, specifications and cost estimates for the proposed traffic signal installation at the intersection of Main and Esplanade Streets on the new routing of US97 in Klamath Falls. You will note that the estimated cost of the installation is $4,040.00. The Commission authorization was $4,000 and the cost quoted to the city, $3,700. The additional cost is due to revisions of the original plan.

This job has been approved by Commission through minute entry and we are in process of getting the prerequisite State-City agreement signed up. Notwithstanding the fact we do not have the completely executed State-City agreement in hand we anticipate no difficulty in this direction, just at matter of time. It would be desirable to let contract on this job at the June meeting of the Commission, in which direction would you please proceed with preparation of final specifications and contract?

We will keep you informed as regards execution of State-City agreement. In any event the job should not be advertised until we have such executed agreement in hand.

F. B. Crandall
Traffic Engineer

FBC:LJ
Attachment

cc: W. C. Williams

FOR FILING
FORM E-30X 10M 7-49 29439

Maint
Traffic
Lights
K. Falls

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 24, 1949

SUBJECT: Agreement for Traffic Signal Installation, Main and Esplanade Streets - Klamath Falls

To: Mr. J. M. Devers,
Legal Department

L

The Highway Commission at its February 28th meeting approved a cooperative signal installation at the intersection of Main and Esplanade Streets on the new route of US97 through Klamath Falls. The installation was approved on the condition that the City pay fifty percent of the cost of the installation and care for maintenance and power consumption.

In line with our usual procedure, I am outlining the salient points to be covered in the agreement.

1. The intersection involved is Main and Esplanade Streets on US97 in the City of Klamath Falls.

2. The installation is estimated to cost $3,700.00.

3. The City is to pay one-half the cost of installation and is to maintain and operate the signals after installation provided that no change in the signal timing program is to be made without prior approval of State in writing.

4. The State will make the installation in the first instance with its own forces or by contract as seems most practicable.

5. The City is to deposit at our office a check for their pro-rata share ($1,850.) with subsequent adjustment on the basis of actual cost.

I will be glad to supply any additional information that you may need in preparation of the agreement. The plans and specifications are being prepared.

J. Al Head
Assistant Traffic Engineer

VJ/jlt

cc: W. C. Williams

FOR FILING

ROBERT A. THOMPSON
Mayor

E. A. THOMAS
City Engineer

HENRY H. AKIN
Fire Chief

HENRY E. PERKINS
City Attorney

RUTH T. BERRY
City Treasurer

DEPARTMENT HEADS

ORVILLE H. HAMILTON
Chief of Police

H. W. WAITS, Sr.
Plumbing Inspector

DR. J. C. HUNT
Dairy and Meat Inspector

RICHARD L. HESSIG
Electrical Inspector

W. B. WHITCOMB
Air Port Manager

WALTER SALSBERY
Building Inspector

COUNCILMEN

MATT FINNIGAN
First Ward

G. C. TATMAN
Second Ward

ALFRED F. CONDREY
Third Ward

DARRELL MILLER
Fourth Ward

WENDELL A. SMITH
Fifth Ward

City of Klamath Falls

KLAMATH FALLS, OREGON

May 18th, 1949

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

a/s
877w

Oregon State Highway Commission,
Salem, Oregon.

Dear Sir: Attention: W.C.Williams,
Asst. State Hiwy.Eng.

Enclosed is certified copy of Ordinance No.4260, adopted April 11th, 1949, authorizing the installation of traffic signals at the intersection of Main and Esplanade, and directing the Mayor and Police Judge to enter into a contract with the State Highway Commission for the sharing of expense in connection with the installation.

Our City Attorney is now preparing an Ordinance covering the removal of stop sign on Esplanade and placing a stop sign at the intersection stopping north bound traffic on Main Street. This Ordinance will be introduced at Council meeting May 23rd and should be adopted at Council June 6th, at which time we will send you certified copy.

Yours very truly,

Robert A. Thompson

Robert A. Thompson
Mayor

W. C. WILLIAMS

RECEIVED
MAY 19 1949
OREGON
STATE HIGHWAY COMMISSION

RT/sw

NOTED
J. AL HEAL

NOTED
VAL JOHNSON

(ADDRESS ALL DEPARTMENTS CARE OF CITY HALL)

COPY

ORDINANCE NO. 1260

AN ORDINANCE AUTHORIZING THE INSTALLATION OF TRAFFIC SIGNALS AT THE INTERSECTION OF MAIN AND ESPLANADE STREETS; DIRECTING THE MAYOR AND POLICE JUDGE TO ENTER INTO A CONTRACT WTIH THE STATE HIGHWAY COMMISSION OF THE STATE OF OREGON FOR THE SHAREING OF THE EXPENSE OF THE INSTALLATION OF SAID TRAFFIC SIGNALES; PROVIDING FOR THE MAINTAINANCE THEREOF; AND DECLARING AN EMERGENCY.

WHEREAS, the traffic at Main and Esplanade Streets in the City of Klamath Falls, is such that special control is needed at that intersection, and the Highway Commission of the State of Oregon has offered to share the expense of such installation, as stated in its letter of March 14,1949, by its Engineer, R.H.Baldock to E.A.Thomas City Engineer for the City of Klamath Falls,Oregon,and as hereinafter set forth: THEREFORE,

THE CITY OF KLAMATH FALLS, OREGON, ORDAINS AS FOLLOWS:

Section I.

That the City of Klamath Falls, Oregon, join with the State Highway Commission of the State of Oregon, for the purpose of acquiring and installing at the intersection of Main and Esplanade Streets in the City of Klamath Falls, Oregon, traffic signals, to be paid for, on the basis of 50-50 cost allocation between the City of Klamath Falls and the State Highway Commission of the State of Oregon, with the City to maintain and furnish electrical energy and stand all the costs incident thereto. That the Mayor and Police Judge be and they are hereby authorized and directed to enter into a contract with the State Highway Commission of the State of Oregon, for the acquiring, installation and maintainance of traffic signals as in this ordinance stated.

Section II.

That the Police Judge be and he is hereby authorized to furnish the State Highway Commission of the State of Oregon, with a certified copy of this Ordinance immediately upon the adoption thereof.

Section III.

A hazardous and dangerous condition now existing at said intersection,for the want of traffic control,creates a condition that

makes the immediate enactment of this ordinance necessary for the protection of the public peace, health and safety of the City oof Klamath Falls,Oregon, therefore, an emergency is hereby declared to exist in the case of this ordinance and the same shall be in full force and effect from and after its passage by a three-fourths aye and nay vote of the Common Council and its approval by the Mayor.

Passed by the Common Council of the City of Klamath Falls, Oregon, this 11 day of April,1949.

Presented to the Mayor and by him approved and signed this 12th day of April,1949.

Robert A Thompson
Mayor

ATTEST: L M. Ackerman
Police Judge

STATE OF OREGON,
COUNTY OF KLAMATH, SS.
CITY OF KLAMATH FALLS,

I, L.M.Ackerman, Police Judge of the City of Klamath Falls, Oregon, do hereby certify that the foregoing is a true and correct copy of the whole of an ordinance passed and adopted by the Common Council of the City of Klamath Falls,Oregon, on the 11th day of April, 1949, and thereafter approved and signed by the Mayor, and attested by the Police Judge.

L. M. Ackerman
Police Judge.

RECEIVED
MAY 19 1949
FOR FILING
FORM M-20 3SM 1-49 20023

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 17, 1949

KFalls

SUBJECT: Ordinance for STOP signs - Main and Esplanade Streets - Klamath Falls

To: Mr. W. C. Williams

8790

NOTED
W. C. WILLIAMS

Superseding Mr. Crandall's letter of May 13 on this subject, I wish to report the following:

In view of your absence from the office and the nearness of the date of opening of this new highway it was felt advisable to call Mr. Thomas direct, to find out what disposition had been taken with regard to the STOP sign ordinance which you requested in your letter of March 14 to Mr. Thomas. (Contrary to Mr. Crandall's letter, we did find a copy.) Mr. Thomas reported to me that the ordinances had been passed and he had instructed the Recorder's office to notify us, but apparently this had not been done. He said he would follow up on this matter today and have a copy of the ordinance sent to us so our records would be complete.

I do not believe it necessary to take further action with regard to Mr. Crandall's letter of May 13.

J. A. Head
Assistant Traffic Engineer

JAH/mah

cc - Val Johnson
W. O. Widdows

FILING

COMMISSIONERS

T. H. BANFIELD, CHAIRMAN
PORTLAND

BEN. R. CHANDLER, MEMBER
COOS BAY

CHAS. H. REYNOLDS, MEMBER
LA GRANDE

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. H. DEVERS
CHIEF COUNSEL

H. B. GLAISYER
SECRETARY

May 16, 1949

Mr. E. A. Thomas
City Engineer
Klamath Falls
Oregon

W. C. WILLIAMS

Dear Sir:

Replying to your letter of May 14 requesting cost to the City for installation of a traffic signal (not a flashing beacon) at the intersection of Main and Esplanade in Klamath Falls, we wish to state that our estimate indicates the cost will be $3,700 of which the City's share will be fifty per cent, or $1,850.

We are forwarding this information to you in Mr. Williams' absence from the office at a State Highway Commission meeting, so that it may reach you in time for your budget meeting this Thursday. As a matter of interest, at such time as plans have been completed we will draw the necessary agreement for State-City participation and forward to you.

Very truly yours,

W. C. Williams
Assistant State Highway Engineer

By J. A. Head

J. Al. Head
Acting Traffic Engineer

JAH/mah

cc - W. C. Williams

STATE HIGHWAY COMMISSION
SALEM
OREGON

Monday

..Williams:

I sent the original to Al Head so the city could get their information by May 19.

M.E.

CITY OF KLAMATH FALLS

Klamath Falls, Oregon

May 14th, 1949

C
O
P
Y

NOT
W. C. WILLIAM

State Highway Commission,
Salem, Oregon.

Attention: R. H. Baldock
Engineer

Dear Mr. Baldock:

Would it be possible for you to give us the estimated cost to the City of Klamath Falls, on the installation of flashing beacon to be installed at the intersection of Esplanade and Main Streets, in order that we might present this to the Budget Committee Thursday, May 19th?

Your cooperation will be greatly appreciated.

Very truly yours,

(sgd) Robert A. Thompson

Robert A. Thompson
Mayor

RT/sw

FORM E-20 3SM 1-49 29083

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 13, 1949

SUBJECT: Main and Esplanade Streets - Klamath Falls

To: Mr. W. C. Williams

With regard to the above indicated subject I refer you to my inter-office letter of March 11 with which I attached a Suggested Draft of a letter to E. A. Thomas, City Engineer. The Suggested Draft had to do with positioning of STOP signs at Main and Esplanade Streets, pending installation of signals. For ready reference I am submitting a duplicate of previously submitted Suggested Draft to Thomas.

A check of my file indicates that the Suggested Draft has not been put out in finished product form and sent on to Mr. Thomas and consequently we have no formalized concurrence on the part of the City as regards the positioning of STOP signs and ordinances covering same. It is my understanding that our new highway section will be open to traffic May 20, next, and Mr. Widdows' office wishes to proceed with such STOP sign installations as are in order.

F. B. Crandall
Traffic Engineer

FBC/mah

Attachment

COPY

SUGGESTED DRAFT

March 11, 1949

Mr. E. A. Thomas
City Engineer
Klamath Falls, Oregon

Dear Sir:

The Highway Commission has approved installation of traffic signal at intersection of Main and Esplanade Streets in Klamath Falls on the basis of 50-50 cost allocation between City and State, with City to maintain and furnish electrical energy and stand 100% of the costs incident thereto.

This office will proceed with the drafting of requisite State- City agreement covering the installation for consideration of your principals. We do have considerable backlog of commitments on signal installations and it will probably be some time before the actual installation can be made. I assure you we will do everything possible to expedite the job.

In view of the probable time lapse before this signal can be installed and put into operation I believe as an interim measure it would be advisable to change STOP signs at the intersection such as will stop inbound traffic to the central business district on Main Street and allow inbound traffic on Esplanade and outbound traffic on Main to flow at all times. Presuming your concurrence in the recommended interim treatment, if the City will formalize the regulation through ordinance and submit copy thereof to this office, we will take care of sign revisions.

Very truly yours,

cc - F. B. Crandall

RECEIVED
MAR 28 1949
FOR FILING

Paint
Drafting
Light

K FALLS

File

4c-2

March 14, 1949

Mr. L. A. Thomas
City Engineer
Klamath Falls, Oregon

Dear Sir:

The Highway Commission has approved installation of a traffic signal at the intersection of Main and Esplanade Streets in Klamath Falls, on the basis of 50-50 cost allocation between city and state, with city to maintain and furnish electrical energy and stand 100% of the costs incident thereto.

This office will proceed with the drafting of the requisite state-city agreement covering the installation for consideration of your principals. We have a considerable backlog of commitments on signal installations, and it will probably be some time before the actual installation can be made. I assure you we will do everything possible to expedite the job.

In view of the probable time lapse before this signal can be installed and put into operation, I believe as an interim measure it would be advisable to change stop signs at the intersection, such as will stop inbound traffic to the central business district on Main Street and allow inbound traffic on Esplanade and outbound traffic on Main to flow at all times. Presuming your concurrence in the recommended interim treatment, if the city will formalize the regulation through ordinance and submit a copy thereof to this office, we will take care of sign revisions.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

cc Mr. F. B. Crandall

FORM S-30 10M 10-48 30667

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

March 11, 1949

SUBJECT: Main & Esplanade Streets
Klamath Falls

To: W. C. Williams

L

The Commission has approved signal installation at intersection of Main and Esplanade in Klamath Falls and we are proceeding to draw up plans for this installation. With the backlog of signal jobs which we now have on the docket it will probably be some time before this particular installation is actually put in.

In view of the above I would recommend as an interim treatment the "swapping" of stop signs to stop inbound traffic to the central business district on Main Street and allow inbound traffic on Esplanade and outbound on Main, flow at all times.

Presuming your concurrence in the recommended interim treatment and for the purpose of formalizing such regulation I have prepared and attach hereto suggested draft of letter to Mr. E. A. Thomas, City Engineer of Klamath Falls.

F. B. Crandall
Traffic Engineer

FBC:LJ
Attachment

cc: W. O. Widdows
Val Johnson

RECEIVED
MAR 4 1949
FOR FILING
18-1601

COPY

Salem, Oregon
March 2, 1949

Mr. F. E. Grandall

The Commission has approved installation of a flashing beacon at the intersection of Alameda Street and Esplanade Street in Klamath Falls. The estimated cost is $281.00, to be financed from 1949 minor betterment reserve funds. The state will bear all of the expense of this installation.

The Highway Commission has also approved the installation of traffic signals at the intersection of Esplanade Street and Main Street in Klamath Falls, providing the City of Klamath Falls will pay 50% of the installation costs and maintain the signals, furnishing electrical energy after the installation is complete. After securing the necessary agreement with the city, you may proceed with the project, financing to be from 1949 minor betterment reserve funds.

The Commission has approved installation of the crosswalk and overhead illuminated crosswalk sign at Riverwood Park on the Coast Highway, immediately south of Astoria. This work is to be financed from 1949 minor betterment reserve funds, and the estimated cost is $400.00. You may proceed with the installation after submitting the necessary work order.

The Commission has approved installation of railroad crossing signals at the Wilbur grade crossing of the Southern Pacific tracks in Douglas County. The estimated cost is $3,500.00, of which the state's share will be $1,750.00. You may arrange for the Southern Pacific Company to install the signals and bill the state for one-half of the cost, the state's portion to be financed from 1949 minor betterment reserve funds.

The Highway Commission has approved the installation of traffic actuated traffic signals at the intersections of Concord Road, Oak Avenue, and Courtney Road, with the Pacific Highway East. The estimated cost is $12,000, of which the state will bear the entire cost, to be financed from 1949 minor betterment reserve funds.

Please submit work orders, one for each signal, and proceed with the work.

W. G. Williams

[redacted]

cc Mr. M. H. Hanke

RECEIVED
FEB 2 1949
FOR FILING

18-1601

3209

877w

January 27, 1949

Oregon State Highway Commission

Gentlemen:

The City of Klamath Falls has requested installation of a traffic signal at the intersection of Esplanade and Main Streets in Klamath Falls, which intersection involves the route of Highway 1097.

With respect to signal warrants, the average hourly volume of vehicles entering the intersection during a maximum eight-hour period is 508. The average hourly volume of pedestrians crossing Esplanade Street during a maximum eight-hour period is 123. The foregoing volumes fall somewhat below the volumes warranting signals, but as soon as the new highway route via the Esplanade interconnection is open to traffic, it is estimated there will be a 40% to 50% increase in traffic at this intersection.

On the basis of above data, I recommend that the request for signal installation be granted, such installation to be made in accord with our past policy wherein the state and city will share 50-50 in installation costs, with the city committed to maintain and furnish electrical energy and pay 100% of the cost incident thereto.

The total cost of this signal installation is estimated at $4,000. The state's share of $2,000 will be financed from unallocated 1949 minor betterment funds if the project is approved.

This item will appear on the agenda for the next meeting.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams
Mr. M. H. Hawks
Mr. F. B. Crandall

ASSIGNMENT No. 822

DESCRIPTION: Letter of 11-10-48 from Ed Ostendorf, Mayor of Klamath Falls, re necessity for traffic signal at Esplanade and Main Street

DATE: 11-16-48 ASSIGNED TO: CRANDALL

- [X] Investigation and report to this office
- [ ] Reply direct with copy to this office
- [ ] Return with drafted reply
- [ ] Comment or recommendation and return to this office
- [ ] Investigation and such action as is necessary
- [ ] Please prepare reply for my signature
- [ ] Assignment executed Date_____

- [ ] _____

REPORT RECEIVED: 1-18-49 mc

REMARKS:

(ADDRESS ALL DEPARTMENTS CARE OF CITY HALL)

HOWARD C. STRODE
Police Judge

E. A. THOMAS
City Engineer

ED. OSTENDORF
Mayor

HENRY AKIN
Fire Chief

RUTH T. BERRY
City Treasurer

HENRY E. PERKINS
City Attorney

DEPARTMENT HEADS
ORVILLE H. HAMILTON
Chief of Police
O. D. MATTHEWS
Plumbing Inspector
DR. J. C. HUNT
Dairy and Meat Inspector
R. L. HESSIG
Electrical Inspector
W. B. WHITCOMB
Airport Manager
WALTER SALSBERY
Building Inspector

COUNCILMEN
ANGUS NEWTON
First Ward
W. D. MILLER
Second Ward
ALFRED F. CONDREY
Third Ward
PAUL O. LANDRY
Fourth Ward
WENDELL A. SMITH
Fifth Ward

2 Copies

City of Klamath Falls

KLAMATH FALLS, OREGON

November 10, 1948

NOTED
W. C. WILLIAMS

State Highway Department
Salem, Oregon

Gentlemen:

At last Monday nights Council meeting held November 8, 1948 the City Council authorized me to take up with the State Highway Department the necessity for traffic signal lighting at Esplanade and Main Street as this will be a part of the cross-town highway from Alameda Street to Highway #97.

We think the State Highway should install this traffic signal.

Yours very truly,

Ed. Ostendorf.

Ed Ostendorf,
Mayor

EO:sr

NOTED
F. B. CRANDALL

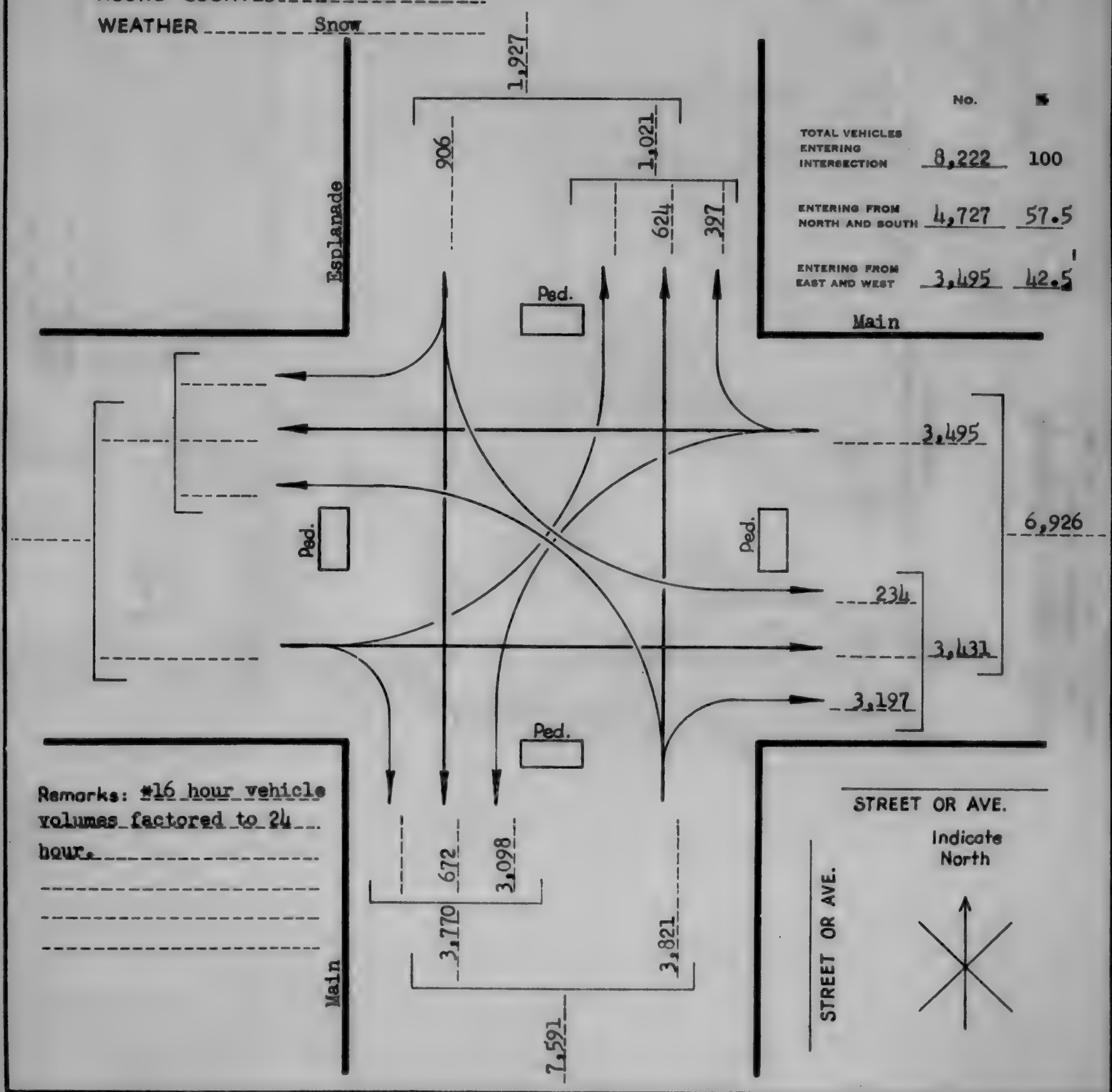
RECEIVED
NOV 16 1948
OFFICE OF
TRAFFIC ENGINEER

RECEIVED
NOV 1? 1948
OREGON
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE December 2, 1948
DAY OF WEEK Thursday
ACTUAL COUNT (VEH.) 16* HRS.
HOURS COUNTED 6AM-10PM
PEDESTRIAN COUNT 16 HRS.
HOURS COUNTED 6AM-10PM
WEATHER Snow

CITY OF Klamath Falls
INTERSECTION OF Main & Esplanade
STATION NO
CODE NO
CLASSIFICATION All Vehicles



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	8,222	100
ENTERING FROM NORTH AND SOUTH	4,727	57.5
ENTERING FROM EAST AND WEST	3,495	42.5

Remarks: *16 hour vehicle volumes factored to 24 hour.

STREET OR AVE.
STREET OR AVE.
Indicate North

FORM E-128 SM 4-40

Form R-40—201

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

Date: December 2, 1948
Day of week: Thursday
Hours counted: 16
Weather: Snow
Classification: All Vehicles

City of: Klamath Falls
Intersection: Esplanade and Main
Station number:
Code number:

	TIME	SUMMARY BY MOVEMENTS													From North and South	Per Cent of Total	From East and West	Per Cent of Total	SUMMARY BY LEGS				PEDEST
		North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL					North	East	West	South	North
A.M.	6:00- 7:00	1	5			5	9			54	27			101	42	41.6	59	58.4	20	87		95	6
	7:00- 8:00	6	21			31	22			176	149			405	208	51.4	197	48.6	80	352		378	30
	8:00- 9:00	1	29			35	42			220	140			467	218	46.7	249	53.3	107	390		437	88
	9:00-10:00	5	23			40	28			181	160			437	233	53.3	204	46.7	96	369		409	27
	10:00-11:00	8	28			43	51			163	160			453	262	57.8	191	42.2	130	359		417	17
	11:00-12:00	11	27			51	40			158	206			493	308	62.5	185	37.5	129	402		455	11
P.M.	12:00- 1:00	11	28			48	68			163	155			473	282	59.6	191	40.4	155	357		434	51
	1:00- 2:00	7	29			18	29			133	186			402	240	59.7	162	40.3	83	355		366	7
	2:00- 3:00	28	40			81	60			245	246			700	415	59.3	285	40.7	209	559		632	55
	3:00- 4:00	31	27			72	37			145	219			531	359	67.6	172	32.4	167	422		473	209
	4:00- 5:00	35	35			70	65			277	278			760	448	58.9	312	41.1	205	625		690	177
	5:00- 6:00	30	20			44	48			259	312			713	434	60.9	279	39.1	142	621		663	63
	6:00- 7:00	12	27			23	25			178	209			474	269	56.8	205	43.2	87	426		435	13
	7:00- 8:00	11	10			20	18			215	167			441	216	49.0	225	51.0	59	403		420	16
	8:00- 9:00	6	9			17	18			141	148			339	189	55.8	150	44.2	50	304		324	27
	9:00-10:00	10	3			13	7			108	144			285	174	61.1	111	38.9	33	265		272	22
	10:00-11:00																						
	11:00-12:00																						
	12:00- 1:00																						
	1:00- 2:00																						
	2:00- 3:00																						
	3:00- 4:00																						
	4:00- 5:00																						
	5:00- 6:00																						
24-Hour total .		234	397			672	624			3098	3197			8222	4727	57.5	3495	42.5	1927	6926		7591	
16-Hour total .		213	361			611	567			2816	2906			7474	4297	57.5	3177	42.5	1752	6296		6900	819
-Hour total .																							
Control . . .																							
Factor . . .																							

Esplanade St. is North and South

Main St. is East and West

Tabulated by

Computed by

Checked by

Checked by

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

December 2, 1948
Thursday
16
Snow

Classification: All Vehicles

City of: Klamath Falls
Intersection: Esplanade and Main
Station number:
Code number:

SUMMARY BY MOVEMENTS																SUMMARY BY LEGS				PEDESTRIANS USING CROSSWALKS			
East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	North	East	West	South	North	East	West	South
5			5	9			54	27			101	42	41.6	59	58.4	20	87		95	6	1		1
21			31	22			176	149			405	208	51.4	197	48.6	80	352		378	30	12		13
29			35	42			220	140			467	218	46.7	249	53.3	107	390		437	88	13		20
23			40	28			181	160			437	233	53.3	204	46.7	96	369		409	27	18		8
28			43	51			163	160			453	262	57.8	191	42.2	130	359		417	17	22		31
27			51	40			158	206			493	308	62.5	185	37.5	129	402		455	11	20		15
28			48	68			163	155			473	282	59.6	191	40.4	155	357		434	51	51		68
29			18	29			133	186			402	240	59.7	162	40.3	83	355		366	7	13		3
10			81	60			245	246			700	415	59.3	285	40.7	209	559		632	55	16		39
27			72	37			145	219			531	359	67.6	172	32.4	167	422		473	209	28		58
85			70	65			277	278			760	448	58.9	312	41.1	205	625		690	177	52		65
20			44	48			259	312			713	434	60.9	279	39.1	142	621		663	63	14		11
27			23	25			178	209			474	269	56.8	205	43.2	87	426		435	13	14		3
10			20	18			215	167			441	216	49.0	225	51.0	59	403		420	16	14		-
9			17	18			141	148			339	189	55.8	150	44.2	50	304		324	27	21		4
3			13	7			108	144			285	174	61.1	111	38.9	33	265		272	22	17		7
7			672	624			3098	3197			8222	4727	57.5	3495	42.5	1927	6926		7591				
1			611	567			2816	2906			7474	4297	57.5	3177	42.5	1752	6296		6900	819	326		346

Esplanade St. is North ~~and South~~
Main St. is East and ~~West~~ South

Tabulated by
Computed by
Checked by
Checked by

27-3404 Dallas Maintenance Building 1949

#3210

RECEIVED
NOV 25 1949
FOR FILING

27-3404

3210

November 23, 1949

St. Paul-Mercury Indemnity Co.
Northwest Branch Office
Mills Building
San Francisco 4, Calif.

Gentlemen:

Please be advised that State Highway Contract No. 3210, covering the Dallas Maintenance Building in Polk County, has been completed by the contractor, Erwin E. Batterman, and that final payment in the amount of $4,877.04 will be made after acceptance by the Commission.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $11,836.60, and that no force account work was performed on the project. This contract was completed November 7, 1949 but has not as yet been accepted by the Highway Commission.

We are sending you this notice as you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Ken Potts Insurance Agency
229 N. Liberty St.
Salem, Oregon

NOTED ON CARD
11-23-49 gl

RECEIVED
AUG 24 1949
FOR FILING

27-3404
3210

August 24, 1949

Erwin E. Batterman
147 North Commercial Street
Salem, Oregon

Dear Mr. Batterman:

We enclose herewith for your records and files a fully executed copy of Contract No. 3210, which was awarded to you on August 2, 1949, by the State Highway Commission, covering the construction of a maintenance building in the city of Dallas.

An executed copy of the above contract is also being sent to the surety on your bond.

Respectfully yours,

fm

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.

RECEIVED
AUG 3 1949
FOR FILING

27-34 cf

3210

August 2, 1949

Mr. Erwin F. Batterman
247 N. Commercial Street
Salem, Oregon

Dear Mr. Batterman:

The State Highway Commission on August 2, 1949, awarded you the contract for construction of a masonry block maintenance building on state property at Dallas, Polk County. This award was based on your low bid of $11,779 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

cc

cc - Mr. S. V. Prohart
Mr. C. H. Pierson

RECEIVED
JUL 5 1949
FOR FILING

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 1, 1949

SUBJECT: Maintenance Headquarters - Dallas

To: Mr. G. S. Paxson
Bridge Engineer
State Highway Department
O F F I C E

Dear Sir:

Type of material for the Dallas Maintenance Building was discussed with Mr. Stiffler this morning, and it was decided that concrete block with metal roof, overhanging eaves and up-lift doors, would be the best, and preferable to all-metal building, even at increased cost of 10% to 20%.

Please expedite plans so bids can be called on August 1st.

Very truly yours,

E. A. Cellier
Maintenance Engineer

EAC:IH
cc: W. W. Stiffler
F. D. Eason

NOTED
W. W. STIFFLER

FOR FILING

FORM E-50 15M 12-48 27095

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 6, 1949

SUBJECT: Dallas Maintenance Site

Dallas

To: Mr. W. W. Stiffler
Assistant State Highway Engineer

Dear Sir:

As suggested in your letter of January 18, 1949, we have contacted the Polk County Court and they have agreed to increase the size of the lot being sold to us for a maintenance station at Dallas.

In extending this piece of property, it was found to encroach upon an area temporarily under lease to the school board of Dallas for use as an athletic field. Rather than hold up the acquisition of this property longer, it has been decided to proceed, excepting from the deed the small portion under lease. The County Court has agreed to deed us this small area as soon as the lease has been cancelled. We understand the school board is building a new athletic field and will terminate this lease in the near future; however, we do not wish to delay our construction on that account. We recommend that the purchase of this lot from the Polk County Court be completed at an early date so that we may call for bids and proceed with the construction of our maintenance station this summer.

We return herewith the original authorization for negotiation, the statement of information to which is attached an accurate description prepared by Ralph P. Howe, County Surveyor, together with a copy of a letter written by F. W. Farrar and addressed to the Polk County Court outlining the understanding as to the later purchase of the small irregular piece excepted from the lot being purchased at this time.

All data forwarded
To H. G. Smith 5-12-49
WWS.

Very truly yours,

I. A. DeFrance
Assistant Maintenance Engineer

IAD/bm
Encls.

NOTED
W. W. STIFFLER

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
A. W. SCHAUPP, MEMBER
KLAMATH FALLS
BEN. R. CHANDLER, MEMBER
COOS BAY

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. H. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

January 20, 1949

1100

IN REPLY PLEASE
REFER TO FILE

Oregon State Highway Commission

NOTED
W. C. WILLIAMS

Gentlemen:

Our 1949 budget, approved in principle, includes an item in the amount of $200,000 for the "construction of buildings and improvements at maintenance stations" as a "Capital Outlay" expenditure. This $200,000 budget includes an item of $15,000 to construct a maintenance station at Dallas, and $25,000 to construct a maintenance station and two cottages at Swisshome, on the Siuslaw Highway, at the junction of the Alsea-Deadwood Secondary Highway.

At Dallas, we have been renting a storage shed owned by Polk County, but last fall were served notice by the County that the property and buildings located thereon were necessary for county operations, and that we should immediately make arrangements for other quarters. No other quarters were available for rental, hence it is my recommendation that we construct a building under contract.

At Swisshome, we operated part of 1948 with a one-man section crew, due to housing conditions. We have two men on the crew who own small cottages in the vicinity, and we feel that if two cabins or cottages were constructed, with a maintenance building, we would be able to maintain a four-man crew. At the present time, our equipment is stored in a small corrugated iron shed, which we inherited from the Public Roads Administration many years ago, which is inadequate, and which is two or three miles from the proper location. I recommend that authority be granted to construct the building and cottages under contract.

These items will be on the agenda.

Very truly yours,

R. H. Baldock
State Highway Engineer

WWS:er
cc: W. W. Stiffler
W. C. Williams

RECEIVED
JAN 19 1949
FOR FILING

Salem, Oregon
January 18, 1949

Mr. I. A. De France

Reference is to your letter dated January 13, relative to a site suitable for the construction of a maintenance headquarters at Dallas.

With particular reference to the last paragraph, you have our approval and that of H. O. Smith for the Polk County Surveyor, Ralph Howe, to make a survey of the tract and write a description of the property for a flat fee of $15.00. Upon receipt of the description, a vicinity map should be prepared, both for our records and for the use of the Right of Way Department in concluding the negotiations. Therefore, I am returning the Statement of Information and Original Authorization, which can be resubmitted with a description of the tract as soon as available.

The property is described as a one-acre tract which, if square, appears to me to be a little small for our requirements, and I would suggest that an attempt be made to secure slightly more than one acre from the County, so that at least one dimension would be in the neighborhood of 250 or 300 feet.

W. W. Stiffler

WWStier

cc: F. D. Eason

Encl.

Hold File

FORM E-90 2M 8-48 28904

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 13, 1949

SUBJECT: Dallas Maintenance Headquarters

To: Mr. W. W. Stiffler
Assistant State Highway Engineer

Dear Sir:

Herewith original authorization for negotiation and statement of information relative to a parcel of land in the City of Dallas which we desire to purchase for a maintenance headquarters site. This property is a portion of the Polk County Shop site.

Polk County took over, several years ago, an old fairgrounds site and have been using the buildings for their county shops. One of the buildings has been rented to the State Highway Department since we established our maintenance headquarters in Dallas about 1932. The County operations have grown and they now wish to install their bridge crew in the building which we occupy. Last July the Polk County refused to extend our lease and requested that we vacate as soon as possible and, at that time, offered to sell us an acre of ground from the northwest corner of their tract. This fronts on a good county road and is well-drained so that it is an excellent site for our headquarters. We have investigated several other possible locations in the vicinity of Dallas but in every case find that there is objection to our type of buildings and the purchase price appears exorbitant. This crew maintains the highway south of Dallas towards Kings Valley, in addition to the Dallas-Coast, Dallas-Rickreall and Rickreall north and south.

This site appears to be fairly centrally located. Polk County has a new County Judge, Mr. Jack Hayes, and he very recently reiterated the County Court's request that we vacate the building at our early convenience. We have an item in the 1949 Building Budget covering the construction of a maintenance station at Dallas. The price is reasonable and we recommend that it be purchased at an early date so that we may proceed with the construction of our maintenance building and vacate the County shop building as requested.

Survey

The property description shown on the statement of information covers the entire Polk County shop property. The County Surveyor, Ralph Howe, has recently completed a resurvey of the La Creole Homes Addition immediately adjacent to the site which we plan to purchase. He has volunteered to make a survey of the acre which we propose to purchase and furnish us corner stakes and a description for a $15.00 flat fee. There appears to have been some discrepancy in the original descriptions of the properties lying in this area and we, therefore, recommend that we accept Mr. Howe's offer to make our survey and prepare a description.

Very truly yours,

NOTED
W. W. STIFFLER

I. A. DeFrance
Assistant Maintenance Engineer

IAD/bm
Encls.

115-4214 Provolt-Jacksonville Sec., 1949
Medford-Provolt Hwy.

#3211

115-4214 Provolt-Jacksonville Sec., 1949
Medford-Provolt Hwy.
#3211

RECEIVED
JUN 7 1950
FOR FILING

115-4214
3211

R. H. Baldock.

May 31st, 1950

FINAL COST ANALYSIS
Provolt-Jacksonville Section
Oiling and Rock Production

Contract #3211
Prefix 115-4214

Contractor - M. C. Lininger & Sons
Resident Engineer - Glenn Roberts

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Unit I - Poorman Creek-Summit Section, Medford-Provolt Highway:						
Selected R/B Topping	2,662	Cu. Yd.	$0.75	$0.578	$1,538.02	$1,996.50
Hauling " "	17,346	Yd. Mi.	0.10	0.097	1,684.10	1,734.60
3/4"-0" Gravel in Level Cr.	630	Cu. Yd.	3.25	2.93	1,845.90	2,047.50
Sprinkling	124	M-Gal.	4.00	3.25	403.00	496.00
*Preparation of Base	1.14	Mile	300.00	150.59	171.68	342.00
*Furn. & Place Aggregates	737	Cu. Yd.	5.50	3.97	2,925.89	4,053.50
*Furn. & Place 151-200 Asphalt	43.18	Ton	45.00	39.50	1,705.61	1,943.10
*Furn. & Place RC-3 in Binder Course	15.43	"	50.00	44.25	682.78	771.50
*PA #2, Furn. & Place Emul. Asphalt in Seal Coat	13.54	"	50.30	45.39	614.60	681.06
Sub-Total Unit I					$11,571.58	$14,065.76
*Oiling Work Done by J. C. Compton Co.:						
Unit II - Provolt-Jacksonville Section:						
1¼"-3/4" Cr. Mat'l. in S.P.	1,011.56	Cu. Yd.	$2.35	$1.93	$1,952.31	$2,377.17
3/4"-½" Cr. Mat'l. in S.P.	4317.95	" "	2.35	1.93	8,333.64	10,147.18
½"-¼" Cr. Mat'l. in S.P.	2,946.74	" "	2.35	1.93	5,687.21	6,924.84
¼"-0" " " " "	1,075.91	" "	2.35	1.93	2,076.51	2,528.39
PA #1, Screen Rejects in S.P.	4,271.2	" "	0.25	0.25	1,067.80	1,067.80
S.P. Haul Adj., Favor of State	138	Yd. Mi.	0.10			- 13.80
Sub-Total Unit II					$19,117.47	$23,031.58
GRAND TOTAL					$30,689.05	$37,097.34

	Gross Revenue	Total Cost	Profit	% of Profit
M. C. Lininger & Sons	$31,148.68	$26,008.06	$5,140.62	16.4%
J. C. Compton	5,948.66	4,680.99	1,267.67	21.3%
	$37,097.34	$30,689.05	$6,408.29	17.2%

Provolt-Jacksonville
Contract #3211
M. C. Lininger & Sons

Detail of Cost

Labor:

Supervision & Labor	$11,623.84	
Labor Insurance	871.79	
		$12,495.63

Equipment Rentals & Misc. Supplies:

Equipment Rentals, Owned	$6,001.60	
" " , Hired Fully Operated		
Bond	2,139.63	
Gas, Oil & Grease	234.40	
P.U.C. Insurance	3,080.16	
Misc. Supplies & Repairs	171.70	
Freight & Cartage	551.98	
Home Office & Overhead	169.09	
	1,163.87	
		13,512.43
		$26,008.06

Provolt-Jacksonville
Contract #3211

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Preparation of Base	1.14	Mile	$300.00	$150.59	$171.68	$342.00
Place Aggregates	737	Cu. Yd.	3.00	2.04	1,506.32	2,211.00
Furn. & Place 151-200 Asphalt	43.18	Ton	45.00	39.50	1,705.61	1,943.10
Furn. & Place RC-3 in Binder Course	15.43	"	50.00	44.25	682.78	771.50
PA #2, Furn. & Place Emul. Asphalt in Seal Coat	13.54	"	50.30	45.39	614.60	681.06
					$4,680.99	$5,948.66

Gross Revenue	$5,948.66
Total Cost	4,680.99
Profit	$1,267.67

Provolt-Jacksonville
Contract #3211
J. C. Compton Co.

Detail of Cost

Labor:					
Supervision & Labor				$1,342.67	
Labor Insurance				83.79	
					$1,426.46
Materials:					
151-200 Asphalt	43.18	ton	at $12.50	$539.75	
Emulsified Asphalt	13.54	"	" 19.20	259.97	
RC-3 Asphalt	15.43	"	" 23.00	354.89	
Freight on Asphalt				764.79	
					1,919.40
Equipment Rentals & Misc. Supplies:					
Equipment Rental				$574.00	
Bond				43.83	
P.U.C. Insurance				24.61	
Gas, Oil & Grease				262.86	
Misc. Supplies & Repairs				197.83	
Home Office & Overhead				232.00	
					1,335.13
					$4,680.99

Provolt-Jacksonville
Contract #3211

Breakdown of Crushing Cost

	Quantity	Unit	Total Cost	Cost per Cu. Yd.
Stripping Gravel Pit	10,719.16	Cu. Yd.	$535.95	$0.05
Move In & Set Up	"	" "	2,786.94	0.26
Loading in Pit	"	" "	1,929.42	0.18
Hauling to Crusher	"	" "	2,143.80	0.20
Crushing	"	" "	7,396.11	0.69
Hauling to Stockpile	"	3.5 Mi. Av. Haul	4,823.62	0.45
Stockpiling	"	Cu. Yd.	1,071.91	0.10
			$20,687.75	$1.93

Provolt-Jacksonville
Contract #3211

This contract was a "State Project" for surfacing and oiling of 1.14 miles of type O-11 oil mat wearing surface on Unit #1, and rock production for 10,217 cu. yd. of crushed gravel on Unit #2. This contract was bid August 1, 1949, awarded August 3. Work started August 8, and project completed November 30, 1949.

The contractor started moving and erecting the semi-portable crushing plant on August 8, 1949, and started crushing gravel on August 22, 1949, and completed the crushing October 8, 1949. The crushing plant did not runcontinuously due to plant breakdown and work done on other items. Actual crushing time was 248 hours for crushing 10,217 cu. yd, or 41.2 cu. yd. per hour. The crushing plant was set up adjacent to the Medford-Provolt Highway and the Applegate River at M.P. 10.40.

The contractor began topping operations August 29, 1949, and completed the topping September 6. The topping was obtained from the same site as the crushed material. A good profit was realized on this item.

The oiling subcontractor, J. C. Compton, moved in part of his oiling equipment on September 14, 1949, prepared the base and shot the binder course, then moved in all of the oiling equipment September 30, and completed the oiling October 1, 1949. The 151-200 asphalt was shipped from the Bay District in California, and the RC-3 and the emulsified asphalt were shipped from Portland to Grants Pass, Oregon, then hauled by transports to the job, approximately 25 to 30 miles.

Good bid prices, supervision and equipment of the contractor and the subcontractor resulted in a good profit.

E. H. Clymer
Cost Analyst

By . . George Kayser

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APR 12 1950
FOR FILING

Files

OREGON STATE HIGHWAY COMMISSION

April 10, 1950
(Date)

115-4214
3211

3211 (Contract No.) 4 & 5 Final (Est. No.) M. O. Lininger & Sons (Contractor)

Voue No:	Warrant No:	Amt: $	Date:
5122	372106	1,241.52	4/7/50

[redacted]

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. This warrant will be held in the Accounting Division until advised by you that release is authorized.

Specified Completion date:

Completed:

ACCOUNTING DIVISION

Contract Accepted:

Time Extensions:

Penalties:

Claims:

Remarks:

Date:

Accounting Division:

Release of the above warrant is hereby authorized:

H. B. Glaisyer

Warrant Mailed: APR 11 1950

NOTED ON CARD

4-11-50

OREGON STATE HIGHWAY COMMISSION

April 10, 1950
(Date)

3211 (Contract No.)	4 & 5 Final (Est. No.)	M. C. Lininger & Sons (Contractor)	
Vou. No:	Warrant No:	Amt: $	Date:
5122	372106	1,241.52	4/7/50

[redacted]

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. This warrant will be held in the Accounting Division until advised by you that release is authorized.

Specified Completion date: Nov. 30,1949

ACCOUNTING DIVISION

Completed: Nov. 30,1949
Contract Accepted: Dec. 19, 1949

Time Extensions: None needed

Penalties: None of record

Claims: None of record

Remarks:

Date: 4-11-50

Accounting Division:

Release of the above warrant is hereby authorized:

H. B. Glaisyer

Warrant Mailed:

RECEIVED
MAR 27 1950
FOR FILING

115-4214
3211

March 24, 1950

Maryland Casualty Co.
Baltimore 3
Maryland

Gentlemen:

Please be advised that State Highway Contract No. 3211, for work on the Prevolt-Jacksonville Section of the Medford-Prevolt Secondary Highway in Jackson County, has been completed by the contractor, M. C. Lininger & Sons, and that final payment in the amount of $1,241.52 will be made on or after April 1, 1950.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $37,097.34, and that no force account work was performed on the project. This contract was completed on November 30 and accepted by the Commission on December 19, 1949.

We are sending you this notice as you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Hansen & Rowland, Inc.
611 Henry Bldg.
Portland 4, Oregon

Hansen & Rowland, Inc.
Tacoma, Wash.

NOTED On Cards
3-24-50 gl

RECEIVED
JAN - 4 1950
FOR FILING

Query

115-4214

3211

December 23, 1949

Maryland Casualty Company

Baltimore 3, Maryland

Gentlemen:

You are advised of the intention of the State Highway Commission to release to M. C. Lininger and Sons a portion of the funds that heretofore have been retained by the Commission in connection with contract No. 3211 for surfacing, oiling and rock production on the Provolt-Jacksonville Section of the Medford-Provolt Secondary Highway in Jackson County. This payment, which is in the amount of $2,855.75, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $1,106.94. The present payment to the contractor will be made on or after January 3, 1950.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is given you because your company appears as surety on the bond furnished by the above contractor.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

ml

cc - Hansen and Rowland, Inc.
611 Henry Building
Portland 4, Oregon

NOTED ON CARD
12-23-49

Form E-1—SM—7-49

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending December 3rd, 19 49

Section Provolt - Jacksonville
Kind of work Surfacing Oiling and Rock Production
Highway Medford - Provolt
Section prefix 115 - 4214
Contractor M.C. Lininger & Sons
Contract number 3211
Date of contract August 3rd, 19 49
Date of completion November 30th, 19 49
Date work started August 8th, 19 49
Estimated date of completion November 30th, 19 49
Amount of contract . . . . . $ 35,817.00
Per cent of time elapsed 100 %
Estimated cost of completed project, exclusive of engineering . . . . . $ 38,289.68
Per cent of contract completed, based on total contract price . . . . . 100 %
Engineering cost to date $ 2142.00, 5.82 %
Date project was completed November 30, 19 49

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed the piling of scalpings materials on stockpile site at M.P. 10.85 and moved shovel to Williams Creek on Wednesday of this week.

Party remeasured scalping pile at M.P. 10.85.

NOTED H. W. LIBBY

NOTED E.M.

Signed E. Roberts

Address P.O. Box 306, Grants Pass, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

Estimated dates of Completion Sept 10/49 Oct 10/49 Oct 1/49

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		0.80	----	1.14	
Miles partially completed		----	----	----	
Miles completed		0.80	----	1.14	
Total estimated quantities		3292	9249	737 Cu Yds 69 Tons Oil	
Estimated quantities moved or placed to date		3292	9249	737 Cu Yds 69 Tons Oil	
Average daily quantities		None	None	None	
Average daily quantities necessary to complete project on time		None	None	None	
Number shifts per day		----	1	----	
Hours per shift		----	8	----	
Average force on project for week		----	4	----	

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....1...., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....1...., Sheep-foot rollers ....., . . Trucks 2....., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Showers		
Monday	Cloudy		
Tuesday	Cloudy		
Wednesday	Showers		
Thursday	Cloudy		
Friday	Fair		
Saturday			

State Printing Dept. 28571

RECEIVED
SEP 26 1949
FOR FILING

115-42-14

3211

AGENDA
SEP 1 9 1949

August 3, 1949

H. C. Lininger & Sons
Box 1306
Medford, Oregon

Re: Contract No. 3211

Gentlemen:

Confirming my telegram to you of this date, the State Highway Commission has today awarded to you the contract for the Prevailt-Jacksonville Section of the Medford-Prevailt Secondary Highway in Jackson County. This award was based on your low bid of $35,217. submitted on August 1, 1949.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

bs

cc -- H. G. Smith
Goldie Lewis
H. H. Probert
L. E. White (S.I.A.C.)

set confirmed

S+C

DOMESTIC SERVICE

Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM		SERIAL	
DAY LETTER		NIGHT LETTER	

WESTERN UNION

1938

W. P. MARSHALL, PRESIDENT

INTERNATIONAL SERVICE

Check the class of service desired; otherwise this message will be sent at the full rate

FULL RATE		DEFERRED	
CODE		NIGHT LETTER	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
August 3, 1949
3:45 p.m.

M. J. Lininger & Sons
Box 1386
Medford, Oregon

State Highway Commission awarded you today contract for Provolt-Jacksonville Section of Medford-Provolt Secondary Highway, Jackson County, based on your low bid submitted August 1, 1949. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

RECEIVED
AUG 22 1949
FOR FILING

115-42.14
3211

August 22, 1949

M. C. Lininger & Sons
P. O. Box 1386
Medford, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3211, which was awarded to you on August 3, 1949 by the State Highway Commission, for surfacing, oiling and rock production on the Provolt-Jacksonville Section of the Medford-Provolt Secondary Highway in Jackson County.

An executed copy of this contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

Recorded

F-180(23) Summit-Tolovana Park Section
Oregon Coast Hwy.
#3212

RECEIVED
FEB 21 1951
FOR FILING

R. H. Bullock

February 7th, 1951

Contract No. 3212
Summit-Tolovana Park

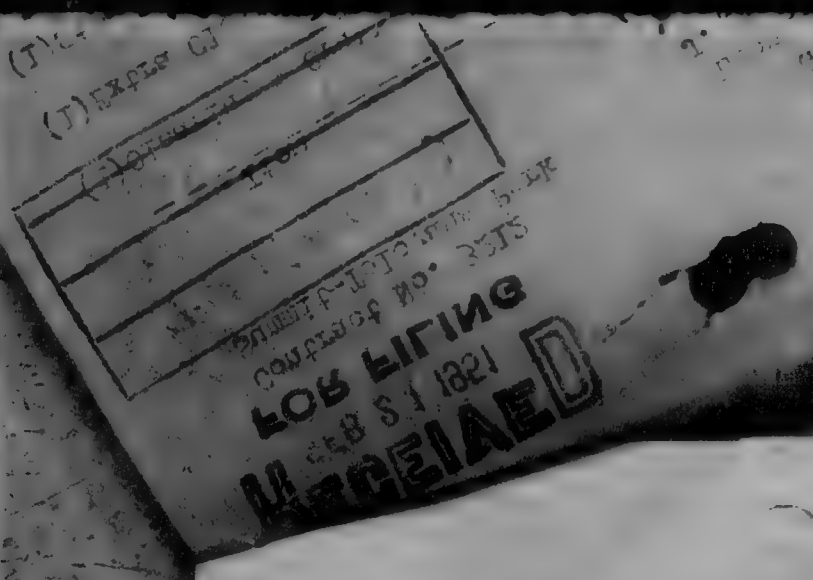
FINAL COST ANALYSIS
Grading & Surfacing
Leonard & Slate, Contractor
J. H. Scott, Resident Engineer

Prefix 4-105
Oregon Coast Highway

NOTED
State Highway Engineer

7-180 (2)

Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
~~(1)Clearing & Grubbing~~	All				$31,910.63	$26,000.00
(1)Extra Clearing & Grubbing	6.73	Acre	$1226.40	$1000.00	8,253.67	6,730.00
(1)Structural Excavation	1,270.36	Cu. Yd.	3.03	2.00	3,854.73	2,540.72
(1)Trench Excavation	1,004.4	" "	3.14	1.00	3,153.13	1,004.40
(1)General Excavation	542,863.8	" "	0.402	0.34	218,341.96	184,573.69
(1)Short Overhaul	2,025,905.5	Yd. Sta.	0.012	0.01	24,310.87	20,259.05
(1)Long Overhaul	45,976	C-Yd. Sta.	0.42	0.40	19,309.92	18,390.40
(1)Rounding Cutbanks	8,617	Lin. Ft.	0.105	0.20	908.14	1,723.40
(1)Finishing Roadbed & Slopes	3.54	Mile	604.09	750.00	2,138.48	2,655.00
(1)8" Perf. Metal Pipe	672	Lin. Ft.	1.92	2.00	1,291.08	1,344.00
(1)18" Concrete Pipe	909	" "	2.57	3.00	2,339.60	2,727.00
(1)36" " "	200	" "	6.61	7.00	1,322.19	1,400.00
(1)18" Ext. Str. Conc. Pipe	192	" "	2.91	3.50	559.58	672.00
(1)24" " " " "	564	" "	4.50	5.00	2,536.74	2,820.00
(1)36" " " " "	476	" "	7.18	7.50	3,415.50	3,570.00
(1)Rock Backfill in Drains	48	Cu. Yd.	3.85	5.00	184.82	240.00
(2)Class "A" Concrete	80.51	" "	55.52	60.00	4,470.10	4,830.60
(2) Metal Reinforcement	14,341	Lb.	0.094	0.12	1,346.90	1,720.92
(1)2"-0" Mat'l. in Base	3,116	Cu. Yd.	3.07	2.75	9,558.24	8,569.00
(1)3/4"-0" Mat'l. in Base & Shldrs.	1,721	" "	2.89	2.75	4,976.12	4,732.75
(1)Sprinkling	171	M-Gal.	2.06	3.00	352.23	513.00
(3)Preparation of Base	1.3	Mile	500.00	500.00	650.00	650.00
(1)(3)Mineral Aggregate	2,084	Cu. Yd.	4.15	3.70	8,651.25	7,710.80
(3)121-500 Asphalt	105.11	Ton	41.00	41.00	4,309.51	4,309.51
(3)RT-4 Tar	24.58	Ton	35.40	35.40	870.13	870.13



Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
(1)PA #1, 18" Corr. Metal Pipe	42	Lin. Ft.	$3.46	$3.75	$145.52	$157.50
(1)PA #2, Haul Rock for Access Road	3,852.5	Cu. Yd.	0.49	0.65	1,903.44	2,504.13
(1)PA #3, Extra Haul on Crushed Gravel to Sunset Blvd.	330	" "	0.49	0.35	162.23	115.50
(2)PA #4, Cem. Adj. Favor of State	8.05	Bbl.		3.81		- 30.67
Force Account					1,256.13	1,452.17
(3)PA #5, Emulsified Asphalt in Seal Coat	22.38	Ton	45.36	45.36	1,015.16	1,015.16
(1)PA #5, Crushed Gravel in Stockpile	162	Cu. Yd.	2.13	2.00	344.45	324.00
					$363,842.45	$316,094.16

Total Cost	$363,842.45
Gross Revenue	316,094.16
Net Loss	$ 47,748.29

Net Loss Equals 15.1% of Gross Revenue

(1) Work done by Leonard & Slate.

(2) Work done by Verneir & Emeis.

(3) Work done by J. C. Compton.

Summit-Tolovana Park

Detail of Cost

Labor:					
Supervision				$7,375.00	
Labor				132,342.98	
State Industrial Accident Insurance				2,876.09	
Unemployment Insurance				1,863.75	
Social Security				1,393.38	
					$145,851.20
Materials:					
8" Perf. Metal Pipe	672	lin. ft.	at $1.22	$ 819.84	
8" Bands	34	each	" 1.75	59.50	
18" Conc. Culv. Pipe	909	lin. ft.	" 1.86	1,690.74	
36" " " "	200	" "	" 4.84	968.00	
18" Ext. Str. Conc. Culv. Pipe	192	" "	" 2.18	418.56	
24" Ext. Str. Conc. Culv. Pipe	564	" "	" 3.16	1,782.24	
36" Ext. Str. Conc. Culv. Pipe	476	" "	" 5.36	2,551.36	
18" Corr. Metal Pipe	42	" "	" 2.26	94.92	
18" Bands	2	each	" 3.43	6.86	
Cr. Rock Backfill	48	cu. yd.	" 2.50	120.00	
2"-0" Cr. Mat'l. at Seaside Plant	3,116	" "	" 1.50	4,674.00	
3/4"-0" Cr. Mat'l. at Seaside Plant	1,721	" "	" 1.50	2,581.50	
Mineral Agg. in S.P. near Job	2,246	" "	" 1.85	4,155.10	
Metal Reinforcement	14,341	lb.	" 0.0737	1,056.93	
Misc. Force Account Materials				188.28	
					21,167.83
Equipment Rental & Miscellaneous Expense:					
Equipment Rental and Repairs (Owned)				$113,842.00	
" " (Hired)				7,032.89	
Hired Trucks				4,347.22	
Gas, Oil & Grease				23,233.80	
Move In, Freight & Cartage				3,756.54	
Misc. Supplies, Small Tools & Drill Steel				1,908.96	
P.U.C.'s				1,148.04	
Wire Rope				3,678.26	
Public Liability & Property Damage				1,736.66	
Explosives				6,927.16	
Field Office Expense				1,150.56	
Bond				2,442.56	
Home Office & General Overhead				9,479.34	
					180,683.99

Vernier & Emeis, Subcontractor for Box Culvert:

Class "A" Concrete (Includes Placing Metal Reinforcement)	80.51 cu. yd. at $58.50		$4,709.83

J. C. Compton, Oiling subcontractor:

Preparation of Base	1.3 mile at $500.00	$650.00	
Placing Mineral Agg.	2,084 cu. yd. at $2.20	4,584.80	
RT-4 Tar in Binder	24.58 ton " 35.40	870.13	
151-200 Asphalt	105.11 " " 41.00	4,309.51	
Emulsified Asphalt	22.38 " " 45.36	1,015.16	
			11,429.60

Total Cost $363,842.45

Summit-Tolovana Park Section

Remarks:

This contract required the grading of 2.56 miles, surfacing of 1.37 miles and the oiling of 0.95 mile of the Oregon Coast Highway in Clatsop County. The project was bid and awarded on August 1st, 1949, work was started August 10th, 1949, and was completed on September 14th, 1950.

The clearing on this section had been accomplished on a prior contract and the work remaining consisted of removing brush and the grubbing or close cutting of large spruce stumps. Power saws were used for close cutting and $2,800 worth of explosives was required on the grubbing work. From one to three cats and dozers worked at various times and the hand labor crew ranged from 10 to 15 men. The major portion of the work was completed by November 1st, 1949. The clearing area contained about 46 acres and the cost was $694 per acre. Although the weather and ground conditions were very favorable for this work during the fall months, the bid price was too low and the item shows a loss.

Excavation was started in August, continued until late December, 1949, and was suspended until April, 1950. The work was completed in early September. During the fall months of 1949 the weather was exceptionally dry for the coast country and the scrapers and wheeled grading equipment made very good progress. However, when work was resumed in the spring of 1950 there were frequent interruptions due to heavy rains and the scraper equipment was hampered by mud. The two shift per day schedule which had speeded the work in the dry weather of the preceding fall months was a handicap during the wet spring and summer as operators were carried on the payroll on much of the down time due to storms. Haul roads south of Elk Creek could not be topped with rock from the cut on the north end of the job as the bridge was not completed and wheeled grading equipment could not operate on the wet grade at normal speeds. The bid price of $0.34 per yard was too low for the type of material on the project and the climatic conditions of the coast country. Grading equipment was used at various times during the progress of the work consisted of a 1½ yard shovel, 3/4 yard shovel, 3/8 yard shovel, ten D-8 cats, six carryall scrapers, five tournapulls, five DW-10's, three dumptors, a ripper, two compressors and a wagon drill. The 1½ yard shovel loaded rock excavation into DW-10's and dumptors. Cats and carryalls also moved part of the solid on short haul.

Surfacing material was produced by the Wilson Commercial Plant at Seaside and hauled an average of 7 miles to the job by the contractor. Mineral aggregate was purchased delivered in stockpiles 1.5 miles from the north end of the job. The oiling work was performed by J. C. Compton and the concrete box culvert was constructed by Vernier & Emeis.

The contract shows a loss due to low bid prices on clearing and grading. There was ample equipment on the job and the work when not slowed down by wet weather was carried on diligently.

E. H. Clymer
Cost Analyst

By . . V. R. Jones

RECEIVED
JAN 26 1951
FOR FILING

OREGON STATE HIGHWAY COMMISSION
(date)

~~June 24, 1951~~

7-180 (23)		
(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)

~~Lowell E. Kiser Oregon Ltd.~~

~~3218~~	~~15-Final~~		
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
~~366~~	~~2-8250~~	~~$ 20,167.80~~	~~1/24/51~~

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: Sep. 30, 1950

Time Extensions: None required

Completion Date: Sep. 14, 1950

Date Accepted: Oct. 26, 1950

Penalties: None of record

Claims: None of record

Remarks:

Date: 1-25-51

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

NOTED ON CARD
1-25-51

Warrant Mailed: JAN

RECEIVED
JAN 8 - 1951
FOR FILING

7-180(23)

3212

January 4, 1951

NOTED
H. B. GLAISYER

Great American Indemnity Co.
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

Please be advised that State Highway Contract No. 3212, for grading and surfacing on the Summit-Tolovana Park Section of the Oregon Coast Highway in Clatsop County, has been completed by the the contractor, Leonard & Slate Oreg.Ltd., and that final payment in the amount of $10,467.80 will be made on or after January 15, 1951.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

For your information the total contract amount is $316,094.16, of which amount $1,452.17 represents force account items. This contract was completed on September 14 and accepted by the Highway Commission on October 26, 1950.

We are sending you this notice as your Company is surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

...D ON CARD
1-4-51 gR

RECEIVED
DEC 13 1950
FOR FILING

F-180(23)
3212
2349

December 11, 1950

Mr. T. M. Davis
District Engineer
Bureau of Public Roads
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

It was thought advisable to release the Contractor, Leonard & Slate, Oregon Ltd., on Project F 180 (23) Summit-Yolevana Section of the Oregon Coast Highway, with certain portions uncompleted for the following reasons:

During the construction, a shortage of material developed on the section between Stations 170 and 195, requiring us to either borrow; use the basaltic rock found in the bottom of the cuts, which we desired to use for surfacing; or make an adjustment in the grade between Stations 230 and 270, and use the material which was designed to make the fill between Stations 226 and 234 elsewhere. Our investigations indicated that it would be more satisfactory to make the grade adjustment for two reasons: We would reduce the weight of the fill on the Elk Creek tide flats from Station 245 to Station 251, and also reduce the yardage needed for this fill. Since the tide flats have a great depth of silt and mud, it tends greatly toward stability to have as little fill as possible.

However, in lowering the cut at Station 255, we encountered a considerable amount of water and soft mud, which would not support the contractor's small dragline. It was quite apparent that this water was rapidly draining out and the material consolidating, but would not become stable before the fall rains. In view of the fact that no use could be made of the road south from Station 200, and both the fill across the Elk Creek flats and this cut would be benefited by a delay in placing the surfacing, it was thought economical to stock-pile the topping rock, which was salvaged from the cuts in the vicinity of Station 165, and include the balance of the excavation and topping in the adjoining cut. This will enable us to take out any settlement which occurs during the winter in the fill over Elk Creek, and secure a more stable job than had we attempted to rush the surfacing through last fall.

The contractor consented to the grade change at Station 255, and expended a considerable amount in excavating with a dragline instead of scrapers; therefore, it was not considered equitable to further penalize him by attempting to finish this short section which was not needed for travel.

The breakup in the oiling on the Keela Park connection and other places from Station 155 to Station 170 can be attributed to failure to secure proper compaction in the topping and to the rainy weather immediately after oiling. The lateness of the season and the heavy traffic operating over the detour roads compelled us to oil this job as soon as the contractor could get the surfacing finished.

Very truly yours,

W. W. Stiffler
Acting State Highway Engineer

cc: W. C. Williams
H. C. Smith

ASSIGNMENT

No. 2341

By

ber 7, 1950

Description: T. M. Davis' letter of December 6 re Project F 180 (23), Summit-Tolovana Section of Oregon Coast Highway and particularly non-completion of certain items in connection with grading contract

Acknowledged by _____ Referred to __ F. G. Smith _____

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
xx Please prepare for _____ Mr. Stiffler's _____ signature

Assignment executed 12-11-50 me Report received _____

Remarks:

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

[redacted]

P. O. BOX 3900
PORTLAND 8, OREGON

December 6, 1950

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Mr. R.H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Project F 180(23) Summit-Tolvana Section of the Oregon Coast Highway.

Although we have not been notified of completion of this project, a recent inspection revealed that the State had accepted the grading contract and that acceptance of the bridge contract awaited only removal of some stockpiled falsework timbers from the vicinity of the Elk Creek Bridge.

In connection with the grading contract the inspection indicated non-completion of the following:

1. Roadbed topping has not been accomplished between stations 225-288. In lieu thereof these materials have been stockpiled in the general vicinity of station 190.

2. Bridge end embankments have not been completed at the Elk Creek bridge.

3. Grading and subgrade finishing have not been completed in the through cut, stations 251-257. It is possible that grading was completed at one time but later because of soft subgrade beyond, the cut was backfilled with materials contemplated for use in the embankments mentioned in (2) above.

. In addition it was noted that pavement on the Ecola Park Connection was badly alligatored with numerous breakups in evidence. Presumably this section will be repaved by your maintenance forces when weather permits. It was further noted that the section, stations approximately 155 to 170, has been repaved full width, doubtless due to failure

of the original mat.

Our acceptance of the project must be contingent upon a satisfactory explanation of the uncompleted contract work mentioned in the three numbered paragraphs above.

Very truly yours,

T. M. Davis
District Engineer

RECEIVED
DEC 7 1950
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 15 1950
FOR FILING

7-180(23)
3212

November 14, 1950

Great American Indemnity Co.
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to make semi-final payment to Leonard & Slate Oreg.Ltd. on contract No. 3212, for work on the Summit-Tolovana Park Section of the Oregon Coast Highway in Clatsop County. This payment, in the amount of $16,075.38, will be made on or after November 24, 1950. The retained percentage is $9,452.36.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

Noted on card BL

Form E-1—SM—8-50

OREGON STATE HIGHWAY COMMISSION

7180(23)

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

Section Summit - Tolovana Park

Highway Oregon Coast

Contractor Leonard & Slate, Oregon, Ltd

Date of contract August 10th, 19 49

Date work started August 10th, 19 49

Amount of contract . . . . . $ 325,624.50

Estimated cost of completed project, exclusive of engineering . . . . . $ 322,781.52

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date $ 24463.30, 7.42 %

For Week Ending October 27th, 19 50

Kind of work grading- surfacing

Section prefix 4-1054 F 180(23)

Contract number 3212

Date of completion September 30th, 19 50

Estimated date of completion , 19

Per cent of time elapsed 100 %

Date project was completed Sept 14th, 19 50

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

FINAL REPORT

Work this week on final profile tracing which shpuld be completed late next week. All other records are complete and checked.

NOTED
H. W. LIBBY

NOTED
RAY WE

NOTED
E. M. BOOTH

NOTED
B. A. [illegible]

Signed [illegible] Abbott

Address Nehalem, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	3.22				
Miles partially completed					
Miles completed	3.22				
Total estimated quantities	542,600				
Estimated quantities moved or placed to date					
Average daily quantities	completed				
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheep-foot rollers ....., ..., ..., ...

Oct	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday 23	fair		
Monday	fair		
Tuesday	fair		
Wednesday	wind and	showers	
Thursday	wind and	hard showers	
Friday			
Saturday			

State Printing Dept. 28542

RECEIVED
APR 17 1950
FOR FILING

BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF COMMERCE
~~PUBLIC ROADS ADMINISTRATION~~
~~FEDERAL WORKS AGENCY~~
DIVISION EIGHT

ALASKA
MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

March 14, 1950

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon F-180 (23), Summit-Tolovana Park Section of the Oregon Coast Highway in Clatsop County.

Dear Sir:

Submitted for your files is an executed copy of the project agreement for the above project.

Very truly yours,

W. H. LYNCH
Division Engineer

By: L. J. Caufield
L. J. Caufield
Principal Highway Engineer

Encls.

Form PR 2 (Revised 1946)

Spr 7279

State Oregon

Federal Aid Project No. F-183(23)

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 20th day of February, 1950,

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 10th day of March, 19 50, a program, which was approved on the 6th day of May, 19 50, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 19th day of July, 19 49; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of two hundred fifty-seven thousand and 00/100

dollars ($257,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

GPO 16—11279-3

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 150+00 in the SE 1/4, Section 17, T. 5 N., R. 10 W., W.M., and survey station 288+00 in the SW 1/4, Section 29, T. 5 N., R. 10 W., W.M., without exception,

, length 2.613 miles, in Clatsop County, being Oregon Federal Aid project No. F-189(23) consisting of 2.565 miles of roadway and two bridges, each of more than 20 feet clear span, 0.048 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

16—11379-2

(b) Whenever in this contract or in any document made a part thereof the terms "Public Roads Administration", "Federal Works Agency", "Federal Works Administrator", "General Services Administration", or "Administrator of General Services" appear, they shall include or have reference to "Bureau of Public Roads" or the "Department of Commerce" or the "Secretary of Commerce", as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949.

(Undate date and election of
ject have been made available
DEPARTMENT

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of two hundred fifty-seven thousand and 00/100 dollars ($257,000.00), which does not exceed the authorized Federal pro rata share of four hundred twenty-eight thousand, two hundred ninety-five and 56/100 dollars ($428,295.56), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available) Chapter 329, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

Attest
SECRETARY

By T. H. Banfield
Chairman, State Highway Commission
(Title of officer)

RECOMMENDED FOR APPROVAL:
STATE HIGHWAY ENGINEER

By
Member, State Highway Commission
(Title of officer)

By Chas. H. Reynolds
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By W. H. Connell
Division Engineer,
Public Roads Administration.

U. S. GOVERNMENT PRINTING OFFICE 16—11370-2

RECEIVED
MAR 13 1920

RECEIVED
APR 7 - 1950
FOR FILING

7-180 (23)

February 3, 1950

Mr. T. H. Davis, District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate as basis for project agreement for the Summit-Tolovana Park Section, Project No. F-180 (23).

Very truly yours,

S. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWCw

Oregon State Highway Department — Federal Aid Project No. F-180 (23)

SUMMIT-TOLOVANA PARK SECTION

OF THE OREGON COAST HIGHWAY IN CLATSOP COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, January 4, 1950

Type Code 3251

Roadway (Sta. 150+00 to 200+00) (Contract No. 3212)

All Required				
		Clearing and Grubbing (40%)		$ 10,400.00
900	cu. yds.	Structural Excavation, Unclassified	$ 2.00	1,800.00
270	cu. yds.	Trench Excavation, Unclassified	1.00	270.00
266,700	cu. yds.	General Excavation, Unclassified	0.34	90,678.00
1,138,000	yd. stn.	Short Overhaul	0.01	11,380.00
23,600	C-yd. stn.	Long Overhaul	0.40	9,440.00
5,500	lin. ft.	Rounding Cutbanks	0.20	1,100.00
1.24	miles	Finishing Roadbed and Slopes	750.00	930.00
500	lin. ft.	8" Perforated Metal Drain Pipe	2.00	1,000.00
350	lin. ft.	18" Concrete Pipe	3.00	1,050.00
70	lin. ft.	36" Concrete Pipe	7.00	490.00
220	lin. ft.	18" Extra Strength Concrete Pipe	3.50	770.00
540	lin. ft.	24" Extra Strength Concrete Pipe	5.00	2,700.00
500	lin. ft.	36" Extra Strength Concrete Pipe	7.50	3,750.00
100	cu. yds.	Rock or Gravel Backfill in Drains	5.00	500.00
3,100	cu. yds.	2" - 0" Material in Base	2.75	8,525.00
2,000	cu. yds.	3/4" - 0" Material in Base	2.75	5,500.00
130	M-gal.	Sprinkling	3.00	390.00
1.27	miles	Preparation of Base	500.00	635.00
1,800	cu. yds.	Furnishing and Placing Aggregates	3.70	6,660.00
130	tons	Furnishing and Placing 121-150 Asphalt	41.00	5,330.00
34	tons	Furnishing and Placing RT-4 Tar in Binder Course	35.40	1,203.60
		Subtotal		$164,501.60
		10% Engr. & Cont.		16,450.16
		Total		$180,951.76

Length of Roadway 0.947 mile
Cost per mile $191,089.50

Type Code 0011

Roadway (Sta. 200+00 to 288+00) (Contract No. 3212)

All Required		Clearing and Grubbing (60%)			$ 15,600.00
2	acres	Extra Clearing and Grubbing	$1,000.00		2,000.00
240	cu. yds.	Structural Excavation, Unclassified		2.00	480.00
30	cu. yds.	Trench Excavation, Unclassified		1.00	30.00
301,300	cu. yds.	General Excavation, Unclassified		0.34	102,442.00
1,316,000	yd. sta.	Short Overhaul		0.01	13,160.00
38,400	C-yd. sta.	Long Overhaul		0.40	15,360.00
3,500	lin. ft.	Rounding Cutbanks		0.20	700.00
1.98	miles	Finishing Roadbed and Slopes		750.00	1,485.00
630	lin. ft.	18" Concrete Pipe		3.00	1,890.00
130	lin. ft.	36" Concrete Pipe		7.00	910.00
90	cu. yds.	Class "A" Concrete		60.00	5,400.00
14,300	lbs.	Metal Reinforcement		0.12	1,716.00
			Subtotal		$161,173.00
			10% Engr. & Cont.		16,117.30
			Total		$177,290.30

Length of Roadway 1.618 miles
Cost per mile, Roadway $109,573.73

Type Code 1021

Elk Creek Bridge (Sta. 236+55 to 228+11)

2,800	lin. ft.	Furnish Treated Piling	$ 1.35	$ 3,780.00
72	only	Drive Piles	60.00	4,320.00
310	cu. yds.	Class "A" Concrete	55.00	17,050.00
64,000	lbs.	Metal Reinforcement	0.10	6,400.00
				$ 31,550.00

Type Code 1221

Sunset Grade Separation (Sta. 270+94 to 271+94)

All Required		Shoring, Cribbing, Etc.		$ 2,500.00
150	cu. yds.	Structural Excavation	$ 6.00	900.00
10	cu. yds.	Structural Excavation Below Elevation Shown	8.00	80.00
2,500	lin. ft.	Furnish Treated Piling	1.35	3,375.00
58	only	Drive Piles	60.00	3,480.00
260	cu. yds.	Class "A" Concrete	55.00	14,300.00

75,000 lbs.	Metal Reinforcement	$ 0.10	$ 7,500.00
			$ 32,135.00
		Subtotal	$ 63,685.00
		10% Engr. & Cont.	6,368.50
		Total	$ 70,053.50
	Length of Bridges	0.045 mile	

SUMMARY OF FUNDS

Item	Total Cost	Federal Funds	State Funds
Grading and Bit. Macadam	$180,951.76	$108,580.00	$ 72,371.76
Grading	177,290.30	106,384.00	70,906.30
Structures	70,053.50	42,036.00	28,017.50
	$428,295.56	$257,000.00	$171,295.56

State Funds for Construction: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939
State Funds for Maintenance: Chap. 529, Laws 1939

Oregon State Highway Department — Federal Aid Project No. F-100 (23)

~~SUNSET-TOLOVANA PARK SECTION~~

OF THE OREGON COAST HIGHWAY IN CLATSOP COUNTY

For basis for project agreement. Based on low bid prices.

~~(Estimate to accompany plans and specifications. Not as basis for project agreement.)~~

Jan 1950

~~Salem, Oregon, August 23, 1949~~

Type Code 5251

Roadway (Sta. 150+00 to 200+00) (Contract No. 3212)

All Required		Clearing and Grubbing (40%)		$ 10,400.00
900	cu. yds.	Structural Excavation, Unclassified	$ 2.00	1,800.00
270	cu. yds.	Trench Excavation, Unclassified	1.00	270.00
266,700	cu. yds.	General Excavation, Unclassified	0.34	90,678.00
1,138,000	yd. sta.	Short Overhaul	0.01	11,380.00
23,600	C-yd. sta.	Long Overhaul	0.40	9,440.00
5,500	lin. ft.	Rounding Cutbanks	0.20	1,100.00
1.24	miles	Finishing Roadbed and Slopes	750.00	930.00
500	lin. ft.	8" Perforated Metal Drain Pipe	2.00	1,000.00
350	lin. ft.	18" Concrete Pipe	3.00	1,050.00
70	lin. ft.	36" Concrete Pipe	7.00	490.00
220	lin. ft.	18" Extra Strength Concrete Pipe	3.50	770.00
540	lin. ft.	24" Extra Strength Concrete Pipe	5.00	2,700.00
500	lin. ft.	36" Extra Strength Concrete Pipe	7.50	3,750.00
100	cu. yds.	Rock or Gravel Backfill in Drains	5.00	500.00
3,100	cu. yds.	2" - 0" Material in Base	2.75	8,525.00
2,000	cu. yds.	3/4" - 0" Material in Base	2.75	5,500.00
130	M-gal.	Sprinkling	3.00	390.00
1.27	miles	Preparation of Base	500.00	635.00
1,800	cu. yds.	Furnishing and Placing Aggregates	3.70	6,660.00
130	tons	Furnishing and Placing 121-150 Asphalt	41.00	5,330.00
34	tons	Furnishing and Placing RT-4 Tar in Binder Course	35.40	1,203.60
			Subtotal	$164,501.60
			10% Engr. & Cont.	16,450.16
			Total	$180,951.76

Length of Roadway	0.947 mile
Cost per mile	$191,089.50

Type Code 0011

Roadway (Sta. 200+00 to 288+00) (Contract No. 3212)

All Required		Clearing and Grubbing (60%)		$ 15,600.00
2	acres	Extra Clearing and Grubbing	$1,000.00	2,000.00
240	cu. yds.	Structural Excavation, Unclassified	2.00	480.00
30	cu. yds.	Trench Excavation, Unclassified	1.00	30.00
301,300	cu. yds.	General Excavation, Unclassified	0.34	102,442.00
1,316,000	yd. sta.	Short Overhaul	0.01	13,160.00
38,400	C-yd. sta.	Long Overhaul	0.40	15,360.00
3,500	lin. ft.	Rounding Cutbanks	0.20	700.00
1.90	miles	Finishing Roadbed and Slopes	750.00	1,485.00
630	lin. ft.	18" Concrete Pipe	3.00	1,890.00
130	lin. ft.	36" Concrete Pipe	7.00	910.00
90	cu. yds.	Class "A" Concrete	60.00	5,400.00
14,300	lbs.	Metal Reinforcement	0.12	1,716.00
		Subtotal		$161,173.00
		10% Engr. & Cont.		16,117.30
		Total		$177,290.30

To Hine

X Copy (A)

Length of Roadway 1.618 miles
Cost per mile, Roadway $109,573.73

Type Code X021

Elk Creek Bridge (Sta. 226+55 to 228+11)

2,800	lin. ft.	Furnish Treated Piling	$ 1.50	$ 4,200.00
72	only	Drive Piles	50.00	3,600.00
310	cu. yds.	Class "A" Concrete	60.00	18,600.00
64,000	lbs.	Metal Reinforcement	0.12	7,680.00
				$ 34,080.00

Type Code X221

Sunset Grade Separation (Sta. 270+94 to 271+94)

All Required		Shoring, Cribbing, Etc.		$ 4,000.00
150	cu. yds.	Structural Excavation	$ 5.00	750.00
10	cu. yds.	Structural Excavation Below Elevation Shown	10.00	100.00
2,500	lin. ft.	Furnish Treated Piling	1.50	3,750.00
58	only	Drive Piles	50.00	2,900.00
260	cu. yds.	Class "A" Concrete	62.50	16,250.00

75,000 lbs.	Metal Reinforcement		$ 0.12	$ 9,000.00
				$ 36,750.00
		Subtotal		$ 70,830.00
		10% Engr. & Cont.		7,083.00
		Total		$ 77,913.00

Length of Bridges 0.048 mile

SUMMARY OF FUNDS

Item	Total Cost	Federal Funds	State Funds
Grading and Bit. Macadam	$180,951.76	$108,284.00	$ 72,667.76
Grading	177,290.30	106,092.00	71,198.30
Structures	77,913.00	46,624.00	31,289.00
	$436,155.06	$261,000.00	$175,155.06

July 27, 1949

Mr. T. H. Davis
District Engineer
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of revised estimate to accompany plans and specifications for the Summit-Tolovana Park Section, Project No. F-180 (23) in which estimate changes have been made in the prices for the items "Clearing and Grubbing" and "Short Overhaul".

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWW:ew

Encl.

Oregon State Highway Department — Federal Aid Project No. F-100 (23)

SIUSLAW-TOLOVANA PARK SECTION

OF THE OREGON COAST HIGHWAY IN CLATSOP COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, July 27, 1949

Type Code 2251

Roadway (Sta. 150+00 to 200+00)

All Required				
900	cu. yds.	Clearing and Grubbing (40%)		$ 16,000.00
		Structural Excavation, Unclassified	$ 3.00	2,700.00
270	cu. yds.	Trench Excavation, Unclassified	3.00	810.00
266,700	cu. yds.	General Excavation, Unclassified	0.55	146,685.00
1,138,000	yd. stas.	Short overhaul	0.015	17,070.00
23,600	C-yd. stas.	Long Overhaul	0.50	11,800.00
5,500	lin. ft.	Rounding Gutbanks	0.15	825.00
1.24	miles	Finishing Roadbed and Slopes	800.00	992.00
500	lin. ft.	8" Perforated Metal Drain Pipe	1.50	750.00
350	lin. ft.	18" Concrete Pipe	3.50	1,225.00
70	lin. ft.	36" Concrete Pipe	9.00	630.00
220	lin. ft.	18" Extra Strength Concrete Pipe	4.00	880.00
540	lin. ft.	24" Extra Strength Concrete Pipe	6.00	3,240.00
500	lin. ft.	36" Extra Strength Concrete Pipe	10.00	5,000.00
100	cu. yds.	Rock or Gravel Backfill in Drains	4.00	400.00
3,100	cu. yds.	2" - 0" Material in Base	3.00	9,300.00
2,000	cu. yds.	3/4" - 0" Material in Base	3.00	6,000.00
130	M-gals.	Sprinkling	3.00	390.00
1.27	miles	Preparation of base	200.00	254.00
1,800	cu. yds.	Furnishing and Placing Aggregates	4.00	7,200.00
130	tons	Furnishing and Placing 120-150 Asphalt	45.00	5,850.00
28	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	45.00	1,260.00
34	tons	Furnishing and Placing RT-4 Tar in Binder Course	38.00	(Alternate)
		Subtotal		$ 239,261.00
		10% Engr. & Cont.		23,926.10
		Total		$ 263,187.10

Length of Roadway 0.947 mile
Cost per mile $277,916.68

Type Code 0011
Roadway (Sta. 200+00 to 268+00)

All Required		Clearing and Grubbing (60%)		$ 24,000.00
2	acres	Extra Clearing and Grubbing	$1,000.00	2,000.00
240	cu. yds.	Structural Excavation, Unclassified	3.00	720.00
30	cu. yds.	Trench Excavation, Unclassified	3.00	90.00
301,300	cu. yds.	General Excavation, Unclassified	0.55	165,715.00
1,316,000	yd. sta.	Short Overhaul	0.015	19,740.00
38,400	C-yd. sta.	Long Overhaul	0.50	19,200.00
3,500	lin. ft.	Rounding Cutbanks	0.15	525.00
1.98	miles	Finishing Roadbed and Slopes	800.00	1,584.00
630	lin. ft.	18" Concrete Pipe	3.50	2,205.00
130	lin. ft.	36" Concrete Pipe	9.00	1,170.00
90	cu. yds.	Class "A" Concrete	60.00	5,400.00
14,300	lbs.	Metal Reinforcement	0.12	1,716.00
			Subtotal	$234,065.00
			10% Engr. & Cont.	23,406.50
			Total	$260,471.50

Length of Roadway	1.618 miles
Length of Bridges	.048 mile
Total Length	1.666 miles
Cost per mile, Roadway	$165,927.99

SUMMARY OF FUNDS

Item	Total Cost	Federal Funds	State Funds
Grading and Bit. Macadam	$263,187.10	$157,420.00	$105,767.10
Grading	263,471.50	160,580.00	107,891.50
	$531,658.60	$318,000.00	$213,658.60

Oregon State Highway Department — Federal Aid Project No. F-180 (23)

~~NEHALEM-TILLAMOOK PARK SECTION~~

OF THE OREGON COAST HIGHWAY IN CLATSOP COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, July ~~14~~ 27, 1949

Type Code 5251
Roadway (~~Sta.~~ 150+00 to 200+00)

All Required		Clearing and Grubbing (40%)		~~$ 22,000.00~~ 16,000
900	cu. yds.	Structural Excavation, Unclassified	$ 3.00	2,700.00
270	cu. yds.	Trench Excavation, Unclassified	3.00	810.00
266,700	cu. yds.	General Excavation, Unclassified	0.55	146,685.00
1,138,000	yd. stas.	Short Overhaul	~~0.02~~ 0.015	~~22,760.00~~ 17,070
23,600	C-yd. stas.	Long Overhaul	0.50	11,800.00
5,500	lin. ft.	Rounding Cutbanks	0.15	825.00
1.24	miles	Finishing Roadbed and Slopes	800.00	992.00
500	lin. ft.	8" Perforated Metal Drain Pipe	1.50	750.00
350	lin. ft.	18" Concrete Pipe	3.50	1,225.00
70	lin. ft.	36" Concrete Pipe	9.00	630.00
220	lin. ft.	18" Extra Strength Concrete Pipe	4.00	880.00
540	lin. ft.	24" Extra Strength Concrete Pipe	6.00	3,240.00
500	lin. ft.	36" Extra Strength Concrete Pipe	10.00	5,000.00
100	cu. yds.	Rock or Gravel Backfill in Drains	4.00	400.00
3,100	cu. yds.	2" - 0" Material in Base	3.00	9,300.00
2,000	cu. yds.	3/4" - 0" Material in Base	3.00	6,000.00
130	M-gals.	Sprinkling	3.00	390.00
1.27	miles	Preparation of Base	200.00	254.00
1,800	cu. yds.	Furnishing and Placing Aggregates	4.00	7,200.00
130	tons	Furnishing and Placing 121-150 Asphalt	45.00	5,850.00
28	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	45.00	1,260.00
34	tons	Furnishing and Placing RT-4 Tar in Binder Course	38.00	(Alternate)
		Subtotal		~~$250,951.00~~ 239,361
		10% Engr. & Cont.		~~25,095.10~~ 23,936
		Total		~~$276,046.10~~ 263,187
		Length of Roadway	0.947 mile	
		Cost per mile	~~$291,495.35~~	277,916.68

Type Code 0011
Roadway (Sta. 200+00 to 288+00)

All Required		Clearing and Grubbing (60%)			$ 33,000.00
2	acres	Extra Clearing and Grubbing	$1,000.00		2,000.00
240	cu. yds.	Structural Excavation, Unclassified		3.00	720.00
30	cu. yds.	Trench Excavation, Unclassified		3.00	90.00
301,300	cu. yds.	General Excavation, Unclassified		0.55	165,715.00
1,316,000	yd. stas.	Short Overhaul		0.02	26,320.00
38,400	C-yd. stas.	Long Overhaul		0.50	19,200.00
3,500	lin. ft.	Rounding Cutbanks		0.15	525.00
1.98	miles	Finishing Roadbed and Slopes		800.00	1,584.00
630	lin. ft.	18" Concrete Pipe		3.50	2,205.00
130	lin. ft.	36" Concrete Pipe		9.00	1,170.00
90	cu. yds.	Class "A" Concrete		60.00	5,400.00
14,300	lbs.	Metal Reinforcement		0.12	1,716.00
			Subtotal		$259,645.00
			10% Engr. & Cont.		25,964.50
			Total		$285,609.50

Length of Roadway	1.618 miles
Length of Bridges	.048 mile
Total Length	1.666 miles
Cost per mile, Roadway	$176,520.08

SUMMARY OF FUNDS

Item	Total Cost	Federal Funds	State Funds
Grading and Bit. Macadam	$285,609.50	$165,775.00	$119,834.50
Grading	276,046.10	160,225.00	115,821.10
	$561,655.60	$326,000.00	$235,655.60

SUNSET-TULAVANA PARK SECTION

PROJECT NO. F-180 (23)

All necessary rights of way or rights of entry have been acquired for this project.

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

July 14, 1949

SUMMIT-TOLOVANA PARK SECTION

PROJECT NO. F-162 (23)

All necessary rights of way have been acquired for this project.

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

August 23, 1949

RECEIVED
NOV 25 1949
FOR FILING

F-180(23)
.3212

F-11a

November 21, 1949

Mr. T. M. Davis, District Engineer
Bureau of Public Roads
Department of Commerce
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Reference is made to your letter of November 18, 1949, returning copies of Order for Extra Work No. 2 on the Summit-Belvoir Park Section of the Oregon Coast Highway, Contract No. 3212, Federal Aid Project No. F-180 (23).

Owing to the temporary, or semi-permanent, nature of the work covered in this order, the cost will be borne by the State Highway Commission, without Federal participation.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DEP:cw

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
[redacted]
DIVISION EIGHT

OREGON DISTRICT

P. O. BOX 3900
PORTLAND 8, OREGON

November 18, 1949

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Returned herewith for insertion of additional information are all copies of Extra Work Order No. 2, dated November 2, 1949, on the Summit-Tolvana Section of the Oregon Coast Highway, Federal Aid Project F-180(23).

It is generally contrary to Bureau of Public Roads policy to participate in work of a temporary nature such as we suspect is proposed in this instance. If the work has not been performed it is suggested that the flume be made of either treated lumber or half round dipped metal pipe. Another suggestion is that if practicable the outlet trench of the culvert be extended along the sidehill a sufficient distance to permit drainage to flow back into the creek channel without touching the embankment toe.

In any event the estimated total cost of the work must appear on the work order.

Very truly yours,

[redacted]
District Engineer

Encl.

RECEIVED
NOV 17 1949
FOR FILING

F-180(23)

3212

November 15, 1949

Mr. T. M. Davis, District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work covering the construction of wooden flumes on the Summit-Tolovana Park Section of the Oregon Coast Highway in Klamath County, Contract No. 3212, in connection with Federal Aid Project No. F-180 (23).

This work is necessary to protect the fill slopes from washing at the ends of culvert pipes.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

RHB:ew

Encl.

RECEIVED
NOV 17 1949
FOR FILING

F-180 (22)

3212

November 15, 1949

Mr. T. H. Davis, District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work, covering the removal and burning of trees and debris, not covered by contract items, on the Summit-Fairview Park Section of the Oregon Coast Highway in Clatsop County, Contract No. 3212, in connection with Federal Aid Project No. F-180 (22).

This work was not included in the contract bid items, but was provided for as "Extra Work" in the Special Provisions of the contract.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DEP:gs

Encl.

RECEIVED
OCT 25 1949
FOR FILING

7-180(23)

3212

14S-9W

October 18, 1949

Mr. Irving C. Stevens
Ecola Restaurant
Cannon Beach, Oregon

Dear Sir:

This is in reply to your letter of October 13, concerning the Summit-Tolovana Park Section, which is under construction.

It had been our original intention to make an approach at Division Street, as we thought the highway was located so far back from the beach that there would be very little residential building along it, but when we learned that the entire area for a considerable distance east of the highway was going to be subdivided into lots it became necessary to locate the approach at a place where we could have a grade separation.

The highway through Cannon Beach is a section of US101 and is being reconstructed to facilitate travel on that highway. There will be a connection to the present road at the north entrance to Cannon Beach. There will be a traffic interchange 1,000 feet south of Division Street and other entrances farther south. If traffic conditions justify, we will make a connection at Division Street for inbound and southbound traffic, but we feel it will defeat the entire purpose of the reconstruction if a complete intersection is made at Division Street.

Cannon Beach is a resort town, and the business houses derive their livelihood from the resort visitors and not from through traffic, so we do not feel the locations of the entrances in any way will influence the amount of business done by the local establishments.

Very truly yours,

W. C. Williams
Acting State Highway Engineer

cc Mr. H. G. Smith

ASSIGNMENT No. 1459

ION: Letter from Irving C. Stevens, Ecola Restaurant, Cannon Beach, Oregon, dated Oct. 13, regarding construction of highway from the summit of Cannon Beach Hill to Tolovana Park.

DATE: October 17, 1949 ASSIGNED TO: Mr. L. A. Peese

- ☐ Investigation and report to this office
- ☒ Reply direct with copy to this office
- ☐ Return with drafted reply
- ☐ Comment or recommendation and return to this office
- ☐ Investigation and such action as is necessary
- ☐ Please prepare reply for my signature
- ☐ Assignment executed Date _____
- ☐ _____

PLEASE RETURN TO W. C. WILLIAMS FOR FILING

REPORT RECEIVED: 10-18-49 mc

REMARKS:

ASF

13 October 1949

Oregon State Highway Commission
Salem, Oregon

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Gentlemen:

Can you give me some information about the stretch of highway being constructed from the summit of the Cannon Beach hill to Tolovana Park? I don't know the official designation of this particular contract.

Until recently it was the general understanding of the residents of this area that the main approach to the beach would run west from the new highway, along division street, across the present highway and continuing along the county road for the balance of the way. Also that the state had obtained a sixty foot right of way for this purpose.

Others now tell me that the approach will come in about 500 yards to the south on a forty foot right of way. This will force a good deal of traffic back-tracking. It will also cause considerable disappointment to business houses who have counted on this road for a number of years.

We do not pretend to be engineers and we realize that there must be a reason for changing your plans. If you can tell me what the present plans for the approach are, it will be appreciated. We are all deeply interested in this road.

Sincerely yours,

Irving C Stevens

Irving C. Stevens
Ecola Restaurant
Cannon Beach, Ore

RECEIVED
OCT 17 1949
HIGHWAY COMMISSION

RECEIVED
SEP 26 1949
FOR FILING

AGENDA
SEP 19 1949
#4

7180 (2-3)

3212

August 19, 1949

Leonard A Kloke, Oregon Ltd.
7835 S. W. 40th Ave.
Portland 1, Oregon

Re: Contract No. 3212

Gentlemen:

Confirming my telegram to you of this date, the State Highway Commission has today awarded to you the contract for Summit-Unionvale Park Section of the Oregon Coast Highway, in Clatsop County. This award was based on your low bid of $325,674.60, using bid submitted on August 1, 1949.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

bs

cc - H. G. Smith
Goldie Lewis
S. H. Probert
L. R. White (S.I.A.Co.)

GET CONFIRMED

S+C

DOMESTIC SERVICE

Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM	☒	SERIAL	
DAY LETTER		NIGHT LETTER	

WESTERN UNION

W. P. MARSHALL, PRESIDENT

INTERNATIONAL SERVICE

Check the class of service desired; otherwise this message will be sent at the full rate

FULL RATE		DEFERRED	
CODE		NIGHT LETTER	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
August 10, 1949
4:00 p.m.

Leonard & Blake, Oregon Ltd.
7825 S. W. 40th Ave.
Portland 1, Oregon

State Highway Commission awarded you today contract for Summit-Tolovana Park Section of the Oregon Coast Highway in Clatsop County, based on using ter. your low bid submitted August 1, 1949./ Contract forms follow shortly.

N. B. Claisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

RECEIVED
SEP 13 1949
FOR FILING

7-180(23
32 12

September 12, 1949

Leonard & Slate Oreg.Ltd.
7805 S. W. 40th Ave.
Portland 19, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3212 which was awarded to you on August 10, 1949 by the State Highway Commission, covering grading and surfacing on the Summit-Tolovana Park Section of the Oregon Coast Highway in Clatsop County.

An executed copy of this contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

Recorded 2-12-49

RECEIVED
SEP 8 1949
FOR FILING

F 180(23)
OREGON DISTRICT
3212

File

BUREAU OF PUBLIC ROADS
DEPARTMENT OF COMMERCE
PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

REFERRED TO
Hubert
By Asst. Chief Engineer

August 30, 1949

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Project No. F-180(23), Summit-Tolovana Section of the Oregon Coast Highway, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Very truly yours,

T. M. DAVIS
District Engineer

RECEIVED
STATE
W. C. WILLIAMS

RECEIVED
AUG 25 1949
FOR FILING

F-180(23)

3212

File

August 19, 1949

Mr. T. M. Davis
District Engineer
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

This is to advise you that work was started on August 10, 1949 on Contract No. 3212, Summit-Tolovana Park Section, in connection with Federal Aid Project No. F-180 (23).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Asst. State Highway Engineer

WCWind

RECEIVED
AUG 11 1949
FOR FILING
F-180(23)
OREGON DISTRICT

SERVICES ADMINISTRATION
BUREAU OF PUBLIC ROADS
PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

August 10, 1949

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Mr. Williams' letters of August 4th and 8th requesting concurrence in award to the low bidder on Oregon Project F-180(23), Summit - Tolvanna Park Section of the Oregon Coast Highway. In accordance with your request we hereby concur in award of contract to Leonard and Slate, Oregon Ltd., Portland, who submitted the low bid.

Very truly yours,

T. M. DAVIS
District Engineer

RECEIVED
AUG 11 1949
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 11 1949
FOR FILING
F-180(23)
OREGON DISTRICT

GENERAL SERVICES ADMINISTRATION
BUREAU OF PUBLIC ROADS
PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

August 9, 1949

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

REFERRED TO
Rubert
By Asst. Chief Engineer

award when concurring letter is received.
W.C.W.

Dear Sir:

With reference to Mr. Williams' letter of August 8 regarding Oregon Project F-180(23), Cannon Beach, we prefer to leave the 3 to 1 slopes on the surfacing rather than going to a 2 to 1 slope, however this matter can be discussed before that portion of the construction starts if deemed necessary.

As covered under separate letter we are concurring in award of this project as of August 10.

Very truly yours,

T. M. DAVIS
District Engineer

NOTED
W. C. WILLIAMS

RECEIVED
AUG 10 1949
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 9 1949
FOR FILING

F-180(23)

August 8, 1949

Mr. T. H. Davis
District Engineer
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

As requested in your letter of August 5, I am furnishing full information relative to questions which you bring up on Oregon Project F-180 (23), Cannon Beach.

If you consider it essential that four-foot shoulders be provided, this can be accomplished, at no appreciable extra cost, by placing a 12" thickness of gravel topping on 2:1 slopes. Actually, this topping is a part of the subgrade, being excavated material, and I see no reason why a 2:1 slope on this material would not be entirely satisfactory. If a 2:1 slope is used on the topping material, the crushed rock surfacing material and the bituminous macadam wearing surface can be placed on a 3:1 slope. If the above meets with your approval, we will construct the topping on 2:1 slopes, which will provide four-foot shoulders.

The above procedure would eliminate necessity of increasing height of counter balance fills to provide additional embankment.

We will and had intended to increase shoulder width to provide turnouts wherever the terrain will permit at reasonable cost.

As to prohibiting left-turn movements at Division Street, we have made no definite plan, for the reason that we are hopeful that it will not be necessary to make a connection at Division Street. You will note that no connection is included in the present plans. Should we be forced, at some later date, to make such a connection, the matter of left turns can be prevented by channelization. We prefer to leave this matter in abeyance until necessity occasions determination of the best procedure.

Excellent weather is being wasted, and we would appreciate anything you can do to expedite awarding of the contract on this project. If a considerable amount of the work is not done this summer and fall, the project cannot be completed within reasonable weather next year.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:am

cc Mr. H. C. Smith
Mr. S. H. Probert

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

OREGON DISTRICT

P. O. BOX 2000
PORTLAND 8, OREGON

August 5, 1949

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Receipt is acknowledged of Mr. Williams' August 4th letter submitting your estimate for construction of the proposed traffic separation structure on Oregon Project F-180(23), Cannon Beach. However, several inquiries made in our letter of July 27th were not mentioned, such as giving further consideration to 4 foot shoulders, the possibilities of widening the highway embankment by increasing height of counter balance fills at such places where the highway embankment is not very high, and the construction of turnouts where terrain permits to provide stopping areas.

In addition, we also requested information as to what provision was contemplated to prohibit left turn movements at the Division Street entrance.

Concurrence action is being withheld pending your reply regarding the above.

Very truly yours,

T. M. DAVIS
District Engineer

RECEIVED
AUG
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 5 1949
FOR FILING
F-180(23)
3212

August 4, 1949

Mr. T. H. Davis, District Engineer
Bureau of Public Roads
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Re: Sunset Boulevard Traffic Interchange
Summit-Toledano Park Section,
Oregon Coast Highway in Clatsop
County, F. A. F-180 (23)

Our design is now complete for the overcrossing of Sunset Boulevard leading into Cannon Beach by the Oregon Coast Highway. This structure will be in the Sunset-Toledano Park Section of the Oregon Coast Highway, bids of which were taken on the grading at the Commission meeting August 1. Our estimate of cost of this structure is as follows:

Shoring and Cribbing	lump sum		$ 1,000
Structural Excavation	150 cu. yd.	at $ 8.00	1,200
Furnish Treated Piles	2,400 lin. ft.	1.35	3,240
Drive Piles	60 only	50.00	3,000
Class A Concrete	250 cu. yd.	60.00	15,000
Metal Reinforcement	60,000 lb.	0.11	6,600
			$30,040
Plus 10 per cent for engineering and contingencies			3,010
Total			$33,050

With the submission of this estimate we request your approval of the award for the Summit-Toledano Park Section grading and bituminous macadam surfacing.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

GSP:gm
cc S. H. Probert
O. S. Paxson

RECEIVED
JUL 26 1949
FOR FILING

File

7180-23

1273W

July 22, 1949

Mr. T. H. Davis
District Engineer
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Relative to your letter of July 18, Oregon Project F-180 (23), Summit-Tolovana Park Section of the Oregon Coast Highway, we do not contemplate future connections at Jackson, Van Buren and Harrison Streets. In fact, we propose to resist opening these streets in every manner possible.

The Division Street layout is practically an exact duplication of the Albany layout where the underpass is at New Lyon Street and we have a connection leading off from the highway to Ellsworth and southbound from Ellsworth onto the highway. In this instance, we propose to have a connection from the highway to Division Street and from Division Street onto the highway, for southbound traffic, but traffic will not be permitted to turn north from Division Street onto the highway, nor will northbound traffic be permitted to turn onto Division Street. We think this will materially assist us in keeping the other four streets closed. We have discussed this with the property owner, who owns a considerable tract on each side of Station 269, several times, and we feel that he will cooperate in making this layout successful. The Cannon Beach area is developing rapidly, and the development will extend to the east side of the highway. It is, therefore, very desirable to provide the grade separation at Station 271.

The laboratory reports on the Van Fleet quarry are attached.

All cuts on the job except one near the south end have four-foot ditches on the higher side, and one of the cuts has ditches on both sides. We will provide for a ditch or drain in the cut near the south end.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

cc Mr. H. G. Smith
Mr. S. H. Probert

ASSIGNMENT No. 1273

DESCRIPTION: T. H. Davis' letter of 7-18-49 re P.S. & E. documents for Oregon Project F-180 (3), Summit-Coloxana Park Section of Oregon Coast Highway, and authorizing advertising for bids.

DATE: 7-19-49 ASSIGNED TO: H. G. Smith

- ☐ Investigation and report to this office
- ☐ Reply direct with copy to this office
- ☒ Return with drafted reply
- ☐ Comment or recommendation and return to this office
- ☐ Investigation and such action as is necessary
- ☐ Please prepare reply for my signature
- ☐ Assignment executed Date _____
- ☐ _____

REPORT RECEIVED: 7-22-49 mc

REMARKS:

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

FEDERAL WORKS AGENCY
BUREAU OF PUBLIC ROADS
PUBLIC ROADS ADMINISTRATION
PROGRAM AND WORKS DIVISION
DIVISION EIGHT

OREGON DISTRICT

P. O. BOX 3900
PORTLAND 8, OREGON

July 18, 1949

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Dear Sir:

P.S.&E. documents for Oregon Project F-180(23), Summit-Tolovana Park Section of the Oregon Coast Highway, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

In view of the relatively low traffic volume shown on the drawings furnished for the intersection at Station 271 and as it is also proposed to construct a "T" intersection with Division Avenue at Station 262 and similar points of access are apparently contemplated at some future date on Monroe, Jackson, Van Buren and Harrison Streets, concurrence in award will be withheld pending the submission of information justifying an expenditure of the magnitude required to provide the proposed separation of grades at this point.

It is also desired that further study of the intersection Station 200-205 be made and reported upon with a view toward bringing the north-bound traffic from Cannon Beach into the highway at a less acute angle.

It is noted that the quantity of excavation shown, on page one of the proposal is in error. Please submit corrected copies.

A copy of the report of tests made on the quarry at Station 362 should be submitted. [illegible]

In view of the heavy precipitation in this area authorization is subject to the further condition that roadside ditches or shoulder drains be provided in all cuts to assure that the topping material and base will not become saturated.

Authorization to advertise is also subject to the condition that no Federal Funds will be received for the construction of the Division Avenue connection if the connection at Station 271 is constructed.

Very truly yours,

NOTED
W. C. WILLIAMS

T. M. DAVIS
District Engineer

RECEIVED
AUG 11 1949
FOR FILING

~~PUBLIC ROADS ADMINISTRATION~~
~~FEDERAL WORKS AGENCY~~
DIVISION EIGHT

ALASKA
MONTANA
OREGON
IDAHO
WASHINGTON

RECEIVED
JUL 28 1949
OREGON
STATE HIGHWAY COMMISSION

July 27, 1949

P. O. BOX 3900
PORTLAND 8, OREGON

F-180(23)

3212-

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to P.S.&E. for Oregon Project F-180(23), Summit-Tolovana Park Section of the Oregon Coast Highway our letter of July 18th and Mr. William's reply of July 22nd.

Our attention has been called to the very narrow shoulders, (3ft.), on this project with the suggestion they be widened to at least 4 ft. We realize this project is very heavy construction and to increase the subgrade width from the present 38 ft. to 40 ft., would involve a considerable increase in yardage. However, a minimum of at least 4 ft. for shoulders on a highway of this character, and heavy traffic periods should be obtained wherever possible and further consideration of this feature is suggested. In any event we believe that wherever the terrain permits that turnouts be provided for use of cars that occasionally stop for tire repairs or other reasons so they will not encroach on the paved roadway.

We note that counter balance fills are used where it seems possible solid ground might be not too far distant on the east side and if such is a fact would suggest widening of the roadbed at those points be given consideration as it is very possible there may be some excess material from small slides, etc., during construction.

Mr. William's letter satisfactorily takes care of the ditches an drains.

With regard to the proposed underpass at Station 271 we would like to know the estimated cost of grading, surfacing and structure. It would seem that this may be excessive for the possible benefits to be derived. No right-of-way limits were shown on the plans but we assume this has been secured.

As to the connection at Division Street what steps are contemplated for keeping traffic from making hazardous left turns, for as you know beach traffic is usually not noted for obeying signs unless deterred by some physical means.

If possible we will make an inspection at the site in the near future but until these features are clearly justified as to necessity concurrence in any award will be withheld.

Very truly yours,

T. M. DAVIS
District Engineer

308-1701 Gold Beach City Street Project
on four city streets

NOTED
J. W. CATTRALL

250
149

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. W. ENFIELD
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

January 28, 1952

Mr. C. H. Young
City Councilman
Gold Beach, Oregon

NOTED
J. F. HAGEMANN

Dear Sir:

Reference is made to your recent correspondence with Mr. H. B. Glaisyer regarding the resurfacing of those portions of Moore, Gauntlett, Colvin, and Caughell Streets which were originally constructed to a bituminous surface as a Special City Allotment Project.

Under the provisions of the law allocating an Annual Special City Allotment Fund these streets would not be eligible for further improvement from this fund unless there is evidence of damage due to "...excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic." Normal maintenance such as resealing or patching out sections damaged during the installation of water or sewage pipes is the responsibility of the city alone.

If the City of Gold Beach feels that those portions of Moore, Gauntlett, Colvin, and Caughell Streets under discussion qualify for further improvement with Special City Allotment Funds, please fill out and adopt the enclosed resolution form and forward one completed and signed copy to John W. Cattrall, Engineer, County and City Relations, c/o Oregon State Highway Commission, Salem, Oregon.

Qualified applications from other cities have already been received and processed in an amount sufficient to completely allocate the funds available for 1952. In order to insure consideration in programming the 1953 fund, the City of Gold Beach should forward its resolution form so as to be in Mr. Cattrall's hands prior to September 1, 1952. — See G. Beach General 1953 Fund File.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: W. C. Williams
Assistant State Highway Engineer

Encl.
cc: Mr. H. B. Glaisyer
Mr. J. W. Cattrall

NOTED
J. W. CATTRALL

Salem, Oregon
January 8, 1952

NOTED
Harold C. Ayers

Assignment No. 3098 - WCW
Assignment No. 841 - WWS

Mr. W. C. Williams

Mr. W. W. Stiffler

NOTED
J. F. HAGEMANN

The City of Gold Beach has requested two different items of work. First is oiling of Caughell Street from the intersection of Colvin Street one block east, also the ditches and hard surfacing of the sidewalk along the north side of Caughell Street. This is to improve the drainage along this one block. The city will pay all costs of this project with state forces performing the work. This section is shown colored in green on the attached map.

For the second item, the city requests that Moore, Gauntlett, and Caughell Streets from the highway one block east to Colvin Street and two blocks of Colvin Street from Caughell to Moore Street be resealed under a joint project between the city and state. These streets were improved by a 1949 city allotment project and completed on May 31, 1950. They are shown in red on the attached map. The city, in an "Option for Cooperative Construction Project" dated April 19, 1949 and approved by the Highway Commission on May 16, 1949, agreed to assume all maintenance of the above mentioned streets after the completion of this project. On December 18 Mr. Hagemann made an inspection of these streets and reports that there is no damage and no apparent reason for seal coat at this time. A copy of Mr. Hagemann's report is attached.

It is recommended on the City of Gold Beach's first request that this work be performed with state forces at the city's expense and that their request be handled through Mr. Sage, D4S, in the regular manner in which requests for outside billing are handled. It is further recommended that their second request be denied as the maintenance of these streets is a city obligation and there is no apparent damage to these streets that would qualify them for a city allotment project.

NOTED
Harold C. Ayers

John W. Cattrall
Engineer, County and City Relations

JWC:HH
Att.

12-28-51

MEMO TO FILES

GOLD BEACH, 1949 SPECIAL CITY ALLOTMENT PROJECT

A visual examination on December 18 of the streets improved as a 1949 Special City Allotment project in Gold Beach revealed the following information:

1. At some time after the project completion, all streets with the exception of a short section of Colvin Street have been excavated along the street center line for installation of either water or sewer pipes. The excavations have been backfilled and the bituminous surface patched out. The bituminous patching covers the area excavated and, other than a difference in texture, appears to be well placed and smooth. The exception on Colvin Street is from Gauntlett north approximately 2/3 of the block and from Gauntlett south approximately 1/3 of the block.

2. No existing damage to the bituminous surface is evident and there is no apparent reason for a seal coat at this time other than to give the street surface a uniform texture throughout.

3. Nothing was observed that could be considered an obligation of the Highway Commission to correct.

John F. Hagemann
Field Engr., Co. & City Relations

JFH:MM

12-28-51

MEMO TO FILES

GOLD BEACH, 1949 SPECIAL CITY ALLOTMENT PROJECT

A visual examination on December 18 of the streets improved as a 1949 Special City Allotment project in Gold Beach revealed the following information:

1. At some time after the project completion, all streets with the exception of a short section of Colvin Street have been excavated along the street center line for installation of either water or sewer pipes. The excavations have been backfilled and the bituminous surface patched out. The bituminous patching covers the area excavated and, other than a difference in texture, appears to be well placed and smooth. The exception on Colvin Street is from Gauntlett north approximately 2/3 of the block and from Gauntlett south approximately 1/3 of the block.

2. No existing damage to the bituminous surface is evident and there is no apparent reason for a seal coat at this time other than to give the street surface a uniform texture throughout.

3. Nothing was observed that could be considered an obligation of the Highway Commission to correct.

John F. Hagemann

John F. Hagemann
Field Engr., Co. & City Relations

JFH:MM

FORM S-1237 REV. 8-51

COMMISSIONERS

BEN R. CHANDLER, CHAIRMAN
Coos Bay

CHAS. H. REYNOLDS, MEMBER
La Grande

M. K. McIVER, MEMBER
Portland

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
CHIEF COUNSEL

M. H. HAWKE
AUDITOR

H. B. GLAISYER
SECRETARY

December 17, 1951

Mr. C. H. Young
City Councilman
Gold Beach, Oregon

Dear Mr. Young:

I have just received your letter of December 12, 1951 with further reference to a proposed street project in the City of Gold Beach.

I am referring it to the State Highway Engineer, Mr. R. H. Baldock, for his consideration.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ls
cc: R. H. Baldock
John Cattrall

CURRY COUNTY BANK

Gold Beach, Oregon
December 12, 1951

NOTED
J. W. CATTRALL

Mr. H. B. Glaisyer,
Secreeary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

I have your letter of December 10th, replying to my letter of December 7th with reference to certain street work in the City of Gold Beach.

I did not make myself clear with reference to the joing project requested on resurfacing of streets in Gold Beach. This would cover Moore, Gauntlett and Caughell Streets from the Highway one block East to Colvin Street and two blocks of Colvin Street from Caughell to Moore Street. These are the same Streets that were oiled under the joint project two years ago.

I presume the last paragraph of your letter refers to the resolution for use of gas tax money and this was passed at the last meeting of the Council and should be in your hands in a few days. I note we will be advised as soon as the Commission acts on our request.

Very truly yours,

/s/ C.H. Young
C. H. Young, City Councilman

CHY:db

cottrall

RECEIVED
DEC 1 1951
ENGINEER

RECEIVED
FEB 2 1951
FOR FILING

R. H. Baldock

January 22nd, 1951

NOTED
State Highway Engineer

FINAL COST ANALYSIS
Gold Beach City Street Project
Grading & Oil Mat Surfacing

Contract #3213
Prefix 308-1701

Contractor - Baker Paving Co.
Resident Engineer - George C. Baker

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing & Grubbing		All	$600.00		$299.44	$600.00
Removal of Concrete Curbs and Gutters	52	Lin. Ft.	0.50	0.36	18.88	26.00
Structural Excavation	69.56	Cu. Yd.	4.00	2.86	198.80	278.24
General Excavation	2,217.44	" "	2.00	1.86	4,134.29	4,434.88
Excavate & Place Topsoil	58	" "	1.00	0.88	51.29	58.00
Finishing R/B & Slopes	.312	Mile	600.00	500.61	156.19	187.20
8" Concrete Sewer Pipe	277	Lin. Ft.	1.44	1.17	324.88	298.88
12" " " "	80	" "	1.88	1.62	129.51	150.40
Type "B" Manhole	1	Each	178.00	167.09	167.09	178.00
Concrete Catch Basins	4	"	75.00	59.28	237.12	300.00
Concrete Curb & Gutters	99.504	Cu. Yd.	47.50	41.59	4,139.32	4,726.44
Concrete Driveways	246.807	Sq. Yd.	4.00	3.49	860.95	987.23
4" Concrete Walks	835.215	" "	3.00	2.88	2,405.56	2,505.65
Expansion Joints in Walks	335	Lin. Ft.	0.15	0.095	31.92	50.25
Gravel in Base	1,984	Cu. Yd.	1.65	1.31	2,596.62	3,273.60
Haul & Place 3/4"-0" Material in Base	526	" "	1.00	0.85	447.62	526.00
Sprinkling	22	M/Gal.	3.00	2.81	61.90	66.00
Preparation of Base	.255	Mile	1000.00	679.41	173.25	255.00
Haul & Place Aggregate	343	Cu. Yd.	1.40	1.07	368.50	480.20
Furnish & Place 151-200 Asphalt	32.096	Ton	55.00	53.10	1,704.04	1,765.28
PA #1, 15" Conc. Sewer Pipe	15	Lin. Ft.	1.10	1.10	16.50	16.50
PA #2, Class "A" Conc. in Walls	4.054	Cu. Yd.	55.00	45.09	182.78	222.97
PA #3, Excavation, Unclass.	14.53	" "	4.00	3.65	52.98	58.12

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
PA #3, Removal of Concrete Curbs and Gutters	13.5	Lin. Ft.	$0.50	$0.50	$6.75	$6.75
PA #3, Removal of Reset Forms	All		200.00		119.36	200.00
PA #3, Replace Curbs & Gutter	.744	Cu. Yd.	47.50	47.76	35.54	35.34
PA #3, Gravel in Base	16	" "	1.65	1.29	20.68	26.40
PA #4, Cement Adj. Favor of Contractor	2.75	Bbl.	5.03	5.03	13.83	13.83
					$18,955.59	$21,827.16

Gross Revenue	$21,827.16
Total Cost	18,955.59
Net Profit	$ 2,871.57

Net Profit Equals 13.1% of Gross Revenue

Gold Beach City Streets
Contract #3213

Detail of Cost

Labor:

Labor	$7,745.34	
Labor Insurance	331.58	
		$8,076.92

Materials:

8" Concrete Sewer Pipe	277 feet at $0.325	$89.83	
12" " " "	80 " " 0.89	71.20	
15" " " "	15 " " 1.10	16.50	
Expansion Joints		12.50	
Concrete Aggregate		1,588.03	
Cement	408 bbls. " 5.03	2,052.01	
151-200 Asphalt	32.096 tons " 15.50	510.55	
Freight on Asphalt	32.096 " " 13.30	423.67	
			4,764.29

Equipment Rentals & Misc. Supplies:

Equipment Rental	$3,063.12	
Gas, Oil & Grease	1,516.80	
Bond	175.00	
Freight & Cartage	289.55	
Overhead & Misc. Expense	343.48	
Lumber	726.43	
		6,114.38

Total Cost $18,955.59

Gold Beach City Streets
Contract #3213

Remarks:

This contract was a "City Project" financed by the State and the City of Gold Beach for grading and oiling of four city streets in Gold Beach.

This contract was bid August 2nd, 1949, awarded August 18th, 1949, work started September 19th, 1949, and completed May 31st, 1950.

The general excavation consisted of sandy material. Equipment used on excavation was a ½ cu. yd. shovel, one grader and two 5 cu. yd. trucks. Part of the material was bladed into windrows and picked up by the shovel. A fair profit was realized on the excavation.

The gravel used in the base was secured from the Rogue River bar north of the Gold Beach bridge and could only be loaded and hauled during the low tides. Equipment used was one ½ cu. yd. shovel and two 5 cu. yd. trucks, and the material was handled on the streets by a blade and roller.

The concrete work progressed fairly well but rainy winter weather caused several delays. The concrete work started October 31st, 1949, and was completed March 4th, 1950.

The contractor started oiling May 18th, 1950, and completed May 31st, 1950. The oiling progressed rather slowly due to oiling between and along the newly constructed concrete curbs. The asphalt was purchased in the Bay District in California and transported in insulated tank trucks to Gold Beach. The aggregate was taken from stockpiles on the court house grounds. This material had previously been crushed and placed at this site for the State for this project.

The contractor had good bid prices, good supervision and fair equipment and realized a fair profit.

E. H. Clymer
Chief Cost Analyst

By . . George Kayser

RECEIVED
AUG 10 1950
FOR FILING

308-1701

OREGON STATE HIGHWAY COMMISSION

Aug. 8, 1950
(Date)

3211 (Contract No.) 8-final (Est. No.) Baker Paving Co. (Contractor)

Vou. No:	Warrant No:	Amt: $	Date:
11985	379868	765.83	8/7/50

Date:

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. This warrant will be held in the Accounting Division until advised by you that release is authorized.

Specified completion date:

ACCOUNTING DIVISION

Completed:
Contract Accepted:

Time Extensions:

Penalties:

Claims:

Remarks:

Date:

Accounting Division:

Release of the above warrant is hereby authorized:

H. B. Glaisyer

Warrant Mailed: AUG 9 1950

8-9-50 gl

OREGON STATE HIGHWAY COMMISSION

Aug. 8, 1950
(Date)

3213	8-final		Baker Paving Co.
(Contract No.)	(Est. No.)		(Contractor)
Vou. No:	Warrant No:	Amt: $	Date:
11925	379268	765.83	8/7/50

Date:

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. This warrant will be held in the Accounting Division until advised by you that release is authorized.

Specified completion date: June 30, 1950 ACCOUNTING DIVISION

Completed: May 31, 1950
Contract Accepted: July 11, 1950

Time Extensions: None Required

Penalties: None of Record

Claims: None of Record

Remarks:

Date: 8-9-50

Accounting Division:

Release of the above warrant is hereby authorized:

H. B. Glaisyer

Warrant Mailed:

RECEIVED
JUL 19 1950
FOR FILING

308-1701

3213

July 18, 1950

Mr. W. Talbot Sinclair, Manager
U. S. Fidelity & Guaranty Co.
1112 Cascade Bldg.
Portland 4, Oregon

Dear Sir:

State Highway Contract No. 3213, for grading and surfacing on the Gold Beach City Streets Section in Curry County, has been completed by the contractor, Baker Paving Company, and final payment in the amount of $765.83 will be made on or after July 28, 1950.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information, we wish to advise that the total contract amount is $21,827.16, and that no force account work was performed on the project. This contract was completed on May 31, 1950, and accepted by the Commission on July 11, 1950.

This notice is sent to you because you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

cmc

cc: L. A. Bjorkland, Mgr.
221 Kearns Bldg.
Salt Lake City 1, Utah

Atchison Insurance Agency
279 Hub Bldg.
Coos Bay, Oregon

NOTED ON CARD
7/18/50.
cmc

July 17, 1950

NOTED
J. W. CATTRALL

Mr. B. I. Mather
City Recorder
Gold Beach, Oregon

Dear Sir:

Contract No. 3213 with the Baker Paving Company for grading, surfacing, and oiling Moore Street, Colvin Street, Gauntlett Street, and Caughell Street was completed May 31, 1950, and accepted by the Highway Commission on July 11, 1950.

Under the terms of the agreement between the Highway Commission and the City of Gold Beach, dated April 19, 1949, the City assumes the maintenance of and continues jurisdiction over the above city streets as of the date of completion, May 31, 1950.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

REP:MM

cc: Dr. W. A. Cartwright, Mayor

RECEIVED
JUN 29 1950
FOR FILING

308-1701

3213

File Mrs Lewis

June 26, 1950

Pacific Portland Cement Company
417 Montgomery Street
San Francisco 6, California

Attention: H. D. O'Banion
Assistant Treasurer

Gentlemen:

We have your letter of June 26 concerning completion of State Highway Contract 3213 held by Baker Paving Company for work in Gold Beach. Although the date of completion set in the contract was June 30, 1950, we are now advised that the contract was completed May 31, and a semi-final payment to the contractor in a substantial amount will be made on or after July 7, 1950. In addition to the semi-final payment to the contractor the State is withholding the sum of $750.00 until after the job has been accepted by the Commission. Acceptance may be made at the Commission meeting July 10 and 11.

The State does not make any attempt to determine the validity of claims against contractors, but claims are received in this office and recorded and we also notify the surety and the contractor of their receipt.

As you probably know, each state highway contract is covered by a bond which provides for completion of the work and payment of all bills incurred in connection with the contract.

The surety in this instance is United States Fidelity and Guaranty Company whose agent in this contract is Atchison Insurance Agency, 209 Hub Building, Coos Bay, Oregon.

If you wish to protect your claim for a period longer than six months after the job has been completed and accepted by the Commission it is suggested that you file your claim with the Secretary of State. It is also suggested that you provide us with a brief statement of the amount and nature of the claim so that we may notify the contractor and surety concerning the details of this claim. For your guidance in presenting a claim to the Secretary of State we are enclosing an excerpt from the Oregon Law outlining the necessary procedure.

Very truly yours
OREGON STATE HIGHWAY COMMISSION

NOTED ON CARD

Secretary

6-28-50 JC

FAQ:md
Enc.

PHONE
ANFIELD 1-4100

CABLE ADDRESS "GOLDEN"
WESTERN UNION CODE

PACIFIC
PORTLAND CEMENT COMPANY

MANUFACTURERS OF
GOLDEN GATE AND OLD MISSION BRANDS
PORTLAND AND HI-PLASTIC PORTLAND CEMENT
Empire-Rose Hardwall Plaster and Gypsum Products

TRADE-MARKS

417 MONTGOMERY STREET
SAN FRANCISCO 6, CALIFORNIA

June 26, 1950

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Contract 3213
Baker Paving Company

On April 14, 1950 you advised that the contract was 79% complete and that final completion was set for June 30, 1950.

Please advise if there is any change in the date set for completion.

Although we hope it will not be necessary, we may have to file against this job and would appreciate it if you would mail us a number of withhold forms.

Yours very truly,

PACIFIC PORTLAND CEMENT COMPANY

H. D. O'Banion
Assistant Treasurer

HDOB:cs

RECEIVED
JUN 26 1950
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 27 1950
FOR FILING

308-1701

June 27, 1950

W. Talbot Sinclair, Manager
United States Fidelity & Guaranty Co.
1112 Cascade Bldg.
Portland 4, Oregon

Dear Sir:

You are advised of the intention of the State Highway Commission to make semi-final payment to Baker Paving Company, on Contract No. 3213, for grading and surfacing on the Gold Beach City Street Section in Curry County. This payment, in the amount of $4,245.58, will be made on or after July 7, 1950. The retained percentage is $750.00.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Atchison Insurance Agency
209 Hub Building
Coos Bay, Oregon

E. A. Bjorklund
221 Kearns Bldg.
Salt Lake City 8, Utah

NOTED ON CARD
6-27-50, gf

RECEIVED
JUN 23 1950
FOR FILING

Mrs. Lewis

308-1701

3213

June 21, 1950

Mr. Collier E. Buffington

Gold Beach, Oregon

Dear Mr. Buffington:

This is to acknowledge your letter of June 20 in which you advise that Mr. James Baker, who did some paving work in Gold Beach, owes Mr. H. W. Crook and yourself some money for rental of a concrete mixer used on the Gold Beach job.

The Baker Paving Company, Post Office Box 45, Coos Bay, Oregon, hold State Highway Commission Contract No. 3213 for grading and surfacing a city project in Gold Beach. This contract was completed on May 31, 1950, but to date has not been accepted by the Commission although it may be presented for acceptance at the Commission meeting July 10 and 11. Final payment on the contract, of course, will not be made until after acceptance by the Commission.

The United States Fidelity and Guaranty Company furnished the bond in connection with this contract, and their agent in this instance is the Atchison Insurance Agency, 209 Sub Building, Coos Bay, Oregon.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md
Enc.

Accept Lien
included in estate

NOTED ON CARD
6-21-50 JC

ROLLIN C. GOODALE

LAW OFFICES OF
COLLIER H. BUFFINGTON
GOLD BEACH, OREGON

June 20, 1950

State Highway Commission
Salem, Oregon

Gentlemen:

Mr. James Baker, who had the contract for doing the paving here in Gold Beach, owes Mr. H. W. Crook and the writer some money for rental of a concrete-mixer which we own and which he used on this job.

I am not particularly apprehensive about payment but I should like you to let me know what the deadline is for claiming payment through the State Highway Commission.

I understand that payment for this paving work comes through the Commission and not through the City of Gold Beach. If I am wrong about that I should like you to let me know.

Yours very truly,

Collier H. Buffington

CHB:T

RECEIVED
JUN 21 1950
OREGON
STATE HIGHWAY COMMISSION

REFERRED TO
BY SECRETARY

NOTED ON CARD
6-21-50 gl

Form E-1—6M—7-49

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 17, 1950

Section Gold Beach

Highway City Streets

Contractor Baker Paving Co.

Date of contract August 18, 1949

Date work started September 19, 1949

Amount of contract $23,375.30

Kind of work Grading & Oil Mat Surfacing

Section prefix 308-1701

Contract number 3213

Date of completion June 30, 1950

Estimated date of completion ....., 19.....

Per cent of time elapsed .....%

Estimated cost of completed project, exclusive of engineering $24,663.52

Per cent of contract completed, based on total contract price . . . . . 93.36 %

Engineering cost to date $ 3259.95, 13.22 %

Date project was completed May 31, 1950

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The semi final estimate was submitted to the division office Thursday.

NOTED
H. G. SMITH

RECEIVED
JUN 19 1950
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
E. M. BOOTH

Signed Geo. C. Baker Resident Engineer

Address Box 741 Port Orford, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%;..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheep-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

State Printing Dept. 28571

FORM S-60 2M 8-49 22204

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

NOTED
J. W. CATTRALL

Port Orford, Oregon
June 15, 1950

SUBJECT: Gold Beach City Streets

To:

John W. Cattrall
County & City Relations Eng'r.
Salem, Oregon

L

Dear Sir:

The following is the final estimate on the additional work on Moore and Colvin Streets done at the request of the City of Gold Beach on the Gold Beach City Streets Project, Prefix 308-1701, Contract No. 3213, In which the City agreed to participate:

P. A. #3 Widening of Moore S t.- Total cost to be paid by City.

Remove & reset forms	Lump Sum	$200.00
Excavation Unclassified	14.53 C.Y. @ $4.00	58.12
Curb Removal	13.5 Lin.Ft. 0.50	6.75
Gravel in Base	16 C.Y. 1.65	226.40
Replace Curb & Gutter	0.744 C.Y. 47.50	35.34
Surfacing	55 Sq. Yd. 0.455	25.03
	Total	$351.64

Widening of Colvin Street- One half to be paid by City.

Excavation Unclassified	188.27 C.Y. @ $2.00	$376.54
Gravel in Base	86.9 C.Y. 1.65	143.39
Surfacing	324.11 Sq.Yd. 0.455	147.47
	Total	$667.40

Very truly yours,

Geo. C. Baker
Resident Engineer

cc: K. D. Lytle

June 9, 1950

Mr. Bernard Nather
City Recorder
Gold Beach, Oregon

NOTED
J. W. CATTRALL

Dear Sir:

Reference is made to your letter of June 7 requesting the exact cost of sidewalk construction on Moore, Colvin, Gauntlett, and Caughell Streets.

After the physical completion of a project, there is a time lag of from one to two months before all costs and bills are cleared through our accounting department. A check of the records reveals that final costs on the sidewalk construction are not available at this time. As soon as these costs are available, you will be forwarded same. Also, a statement of the cost to widen Colvin Street and a change on Moore Street, in which the City agreed by letters dated September 30 and November 8, 1949, to participate, will be forwarded when available.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relations

JWC:MM

cc: Mr. L. E. Parsons

OFFICE OF
MAYOR & RECORDER

CITY OF GOLD BEACH

CURRY COUNTY, OREGON

HIGHWAY NO. 101

June 7, 1950

Mr. John W. Cattrall,
Acting Engineer, County and City Relations
Oregon St. Highway Commission
Salem, Oregon

Re
J. W. Cattrall

Dear Mr. Cattrall

Now that the street and sidewalk construction on Moore, Colvin, Gauntlett, and Caughell Streets has been completed would you please advise us as to the exact cost of sidewalk construction so that we may make assessments against the various property owners? We note in the agreement entered into between State and City that actual cost prevails .

Very truly yours,

Bernard Mather
City Recorder

RECEIVED
JUN 8 1950
ENGINEER

May 2, 1950

NOTED
J. W. CATTRALL

Mr. Bernard I. Mather
City Recorder
Gold Beach, Oregon

NOTED
J. F. HAGEMANN

Dear Sir:

Reference is made to your letter of April 26 re amount due the State Highway Commission as per the agreement of May 16, 1949. A summary of this amount follows:

Total City Obligation - - - - - - - - - - - -				$12,750.00
Payments				
Deposit	May 16,	1949	$9,800.00	
Withheld	August,	1949	1,207.80	
Withheld	Feb.	1950	1,607.50	$12,615.30
Unpaid Balance - - - - - - - - - - - - - - - -				$ 134.70

If this office can be of any further service, please let us know.

Very truly yours,

H. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relations

JWC:MK

CITY OF GOLD BEACH

CURRY COUNTY, OREGON

April 26, 1950

Oregon St. Highway Commission
Salem, Oregon

Gentlemen:

Will you kindly advise us the amount the City of Gold Beach still owes on Cooperative Constuction Project entered into with the State Highway Commission according to agreement entered into and accepted by the Highway Commission May 16, 1949?

Very truly yours,

Bernard I. Mather,
City Recorder

NOTED
J. F. HAGEMANN

RECEIVED
MAY 1 1950
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 1 1950
ENGINEER
COUNTY & CITY RELATIONS

Green Brook City Project

Agreement of May 16, 1949

Total City obligation $12,750.00

Payments:

Deposit	May 16, 1949	9,800.00	
Withheld	Aug. 1949	1207.80	
Withheld	Feb. 1950	1607.50	12,615.30

Unpaid balance 134.70

LEP 5-1-50

Salem, Oregon
October 20, 1949

Mr. K. D. Lytle, Division Engineer
State Highway Department
Roseburg, Oregon

Reference is made to Mr. Pease' letter to you dated September 29 regarding the widening of Colvin Street between Gauntlett and Caughell Streets in Gold Beach which stated that upon receipt of a letter from the City agreeing to pay one-half the additional cost, you may proceed with the work.

Attached is a copy of a letter from Mr. W. A. Cartwright, Mayor of Gold Beach, in which he states that he has been authorized by the City Council to state that the City will reimburse the State for one-half the additional amount necessary to widen Colvin Street from 34' to 42' provided that such amount does not exceed $450.

Mr. Baker's estimate for this additional work is approximately $900 of which the City is to pay one-half.

John W. Cattrall
Acting Engineer,
County and City Relations

JWC:MM
Att.

cc: Mr. H. G. Smith

NOTED
J. W. CATTRALL

NOTED
Harold C. Ayers

September 30, 1949

Mr. John W. Cattrell
Engineer, County and City Relations
State Highway Commission
Salem, Oregon

Dear Mr. Cattrell:

Mr. Baker, your construction engineer in charge of the construction of our street and sidewalk project here in Gold Beach, has informed me that the change in plans from a 34-foot street to a 42-foot street on Colvin Street between Caughell and Gauntlett will necessitate the expenditure of approximately $900 more than we had planned for and that he is not authorized to proceed with such a change in plans unless the City will guarantee the re-imbursement of the State Highway Commission for at least one-half of that amount.

I am authorized to state on behalf of the Council and the City of Gold Beach that the City hereby proposes to reimburse you to the extent of one-half of the additional amount necessary to widen the above street from 34 feet to 42 feet, provided such amount does not exceed $450.00.

I want to take this occasion to inform the Commission of the City's appreciation for the cooperation and splendid work which Mr. Baker has done here in Gold Beach.

Yours very truly,

Mayor

Ltr Nov. 8 1949
Ack to req for change in N. side
Moore St. Est Gauntlett to Colvin

RECEIVED
OCT 18 1949
OREGON
STATE HIGHWAY COMMISSION

NOTED
Harold C. Ayers

NOTED
J. W. CATTRALL

RECEIVED
OCT 18 1949

RECEIVED
OCT 25 1949
FOR FILING

308-1701

3213

October 19, 1949

Mr. Ben C. Flansl
Attorney at Law
I.O.O.F. Building
Box 576
North Bend, Oregon

Dear Sir:

Regarding a request of James L. Baker that the contract he now holds with the State of Oregon for certain street improvement work in the city of Gold Beach, being Contract No. 3213, be shared jointly with the Bay Construction Company, our advice in this matter would be as follows:

Baker can enter into a subcontract with the Bay Construction Company, and such subcontract would be honored by the State Highway Commission. The subcontract may specify what payments are to be made to the Bay Construction Company, and if it is desired an assignment can be made by Baker for whatever portions of the payments he wishes made to the Bay Construction Company up to 50% of the contract amount.

If the matter is handled in this manner, all that is necessary is that we be furnished a copy of any such subcontract entered into between James L. Baker and the Bay Construction Company.

Inasmuch as the contract has already been awarded to the Baker Paving Company, said company, together with its surety, will be held accountable to the State Highway Commission for satisfactory fulfillment of the contract.

Very truly yours,

W. C. Williams
Acting State Highway Engineer

WCW:mm

cc: Mr. H. G. Smith
Mr. J. H. Devers

FORM E-30 30M 1-49 20083

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 26, 1949

SUBJECT:

To: Mr. R. H. Baldock
State Highway Engineer
O f f i c e

W. C. WILLIAMS

Dear Mr. Baldock:

I am returning Mr. Flaxel's letter to you with the form of agreement submitted as an agreement which will be entered into by the Bay Construction Company and James L. Baker, doing business under the firm name and style of Baker Paving Company.

I think the agreement is all right so far as the State Highway Commission is concerned. It does not so state, but in form I construe it to mean an assignment of an undivided half interest in the contract entered into by the Highway Commission and the Baker Paving Company under date of August 18, 1949, which is identified in our files as No. 3213. If my construction of the instrument is correct then the Baker Paving Company and the Bay Construction Company share equally in the obligations and responsibilities of the contract with the State and share equally in the profits and benefits.

I would suggest that you answer Mr. Flaxel and say in effect that you will recommend to the Highway Commission that the proposed arrangement between the Baker Paving Company and the Bay Construction Company be approved or consented to by the Highway Commission, but that such consent shall not be construed to in any manner relieve or release the Baker Paving Company from any of its obligations, commitments or responsibilities under Contract No. 3213. The consent also is subject to approval of the proposed arrangement by the Baker Paving Company's surety or bonding company. Ultimate consent or approval to this transaction is a matter for the Highway Commission.

I think, however, that Mr. Flaxel would be justified in saying to these people that they may proceed under the plan proposed, but in this respect I think it would be well to contact one of the Commissioners, and if one approves then the subject can be ratified at the next meeting.

May I suggest that you ask Mr. Flaxel to furnish for the Commission's files an executed copy of the proposed agreement.

Very truly yours,

J. M. DEVERS

JMD:NH
Enc.

BEN C. FLAXEL
ATTORNEY AT LAW
I. O. O. F. BUILDING
BOX 576
NORTH BEND, OREGON

TELEPHONE 2461

September 20, 1949

Mr. R. H. Baldock
State Highway Department
Salem, Oregon

Dear Mr. Baldock:

I have been approached by the Bay Construction Company of Coos Bay,Oregon, which firm is interested in associating with Mr. James L. Baker, who I understand was awarded a contract for the improvement of certain of the highway through Gold Beach under contract number 3213, and I note from the contract with you that it is necessary for the State Highway Commission to give its consent to any such arrangement.

As I understand it, Mr. James L. Baker being in need of some of the equipment that Bay Construction Company has, has requested the Bay Construction Company to join with him in fulfillment of your contract. Each the Bay Construction Company and Mr. James L. Baker are to lend their full efforts to a full and complete completion of this contract as soon as possibleand under which arrangement each would share in the profits and losses that might arise thereunder.

I have prepared a proposed form of working arrangement between them for your consideration. Please be advised that no agreement has as yet been entered into and it is entirely subject to your approval. Would you be so kind, therefore, as to give this your consideration and advise us.

Sincerely yours,

BCF:B

Attorney at Law

RECEIVED

THIS AGREEMENT Made and entered into this _____ day of September, 1949, by and between JAMES L. BAKER, an individual dba Baker Paving Company, hereinafter referred to as First Party, and the BAY CONSTRUCTION COMPANY, an Oregon corporation, of Coos Bay, Coos County, Oregon, hereinafter referred to as Second Party,

WITNESSETH:

That, Whereas the First Party under date of August 18, 1949, was awarded a contract by the State Highway Commission of the State of Oregon, being their contract number 3213 calling for:

1. Construction of 0.31 mile of street roadbed, involving approximately 2,800 cubic yards of excavation.

2. Construction of 0.31 mile of rock base, involving approximately 2,520 cubic yards of material.

3. Construction of 0.26 mile of oil mat wearing surface, Type O-11 with bituminous binder course.

4. Construction of sewers, catch basins, curbs and gutters, manholes, sidewalks, etc.

5. Performance of such additional and incidental work as is called for by the specifications and plans.

Said construction work involving Colvin Street, Moore Street, Gauntlett Street and Caughell Street in the City of Gold Beach, Curry County, Oregon, as more specifically set forth in the contract above referred to, which said contract is by reference made a part hereof; for the contract price of $23,375.30.

And, Whereas the First Party does not have all of the equipment necessary for the performance of said contract and desires to secure the services and equipment of the Second Party in the performance of said contract upon the following terms and conditions hereinafter more specifically set forth and expressed.

NOW, THEREFORE, in consideration of the mutual covenants herein contained to be performed by the respective parties, it is agreed as follows, to-wit:

(1) That the First Party shall furnish the grade roller, oil distributor, water truck and gravel trucks necessary for the construction and completion of said contract.

(2) The Second Party is to furnish a shovel and one truck.

(3) Each the First and Second Party shall furnish one competent operator. All other help and other equipment necessary, including all material and operating costs, shall be paid for out of the earnings arising under said contract. It is understood, however, that operating expenses shall exclude cost of repair and upkeep to the equipment that each of the parties does hereby agree to supply as hereinbefore more specifically set forth and provided.

It is further agreed between the parties hereto that each of the parties shall promptly make whatever repairs necessary to the equipment to be supplied by each and to keep said equipment in good working order and condition, all at his own cost and expense.

It is further understood and agreed between the parties hereto, to insure each party of the faithful performance of the contract upon the other party to be performed, that all sums of money received by the First Party from the State Highway Commission shall be deposited to a special account in the bank at Gold Beach to the credit of the First and Second Party, and that said money shall only be drawn from said account by check bearing the signature of each the First and Second Party. And the First Party does hereby agree, upon request of the Second Party, to notify the State Highway Commission to send said checks and to cause the same to be paid directly to the First and Second Party through the said bank at Gold Beach.

It is further understood and agreed between the parties hereto that said monies shall be used by the parties hereto to pay the cost and expenses as herein provided, which are chargeable to said work, all promptly before the same become delinquent; and that all said payments shall be made before either party shall be entitled to receive any division of profits resulting therefrom.

It is further understood and agreed between the parties hereto that said work shall commence on the _____ day of September, 1949, and thereafter prosecuted with all reasonable diligence until said work is fully completed. The manner of carrying out said contract, the performance of work, the employment of any help necessary, and the rental of any other equipment necessary must be mutually concurred to by both of the parties to this agreement.

It is understood and agreed between the parties hereto that proper books shall be kept and that each party hereto shall cause to be entered therein such material, cost of operation, etc. as may be necessary to keep a full and complete report of the same, and that said books shall be open at all times to the inspection of either party and shall be kept by such persons as may be mutually agreed to between the parties hereto.

It is further understood and agreed between the parties hereto that any profits resulting from said contract shall be equally divided between the First and Second Party. It is further agreed that neither First nor Second Party shall be entitled to any salary for supervision or otherwise, unless such salary is agreed to beforehand by the parties hereto and entered in writing in the books kept for said job.

It is further understodd and agreed between the parties hereto that each party shall cause to carry proper public liability property damage insurance for each piece of equipment upon which any liability could arise through the use thereof, and to supply

proof thereof to the other party and, at such other party's request, to have such necessary endorsements added to such policy to insure such other party.

It is understood and agreed between the parties hereto that in the event of a default hereunder by the other party, the party not in default shall be privileged to terminate this contract and to take over all remaining work hereunder, paying only to the party in default such sum as said party might be entitled to for the reasonable rental value of his equipment and the operator furnished therefor. And such party not in default shall be entitled to carry out the balance of the contract and shall be entitled to all profits that might result thereunder and shall further be entitled to the use of such other party's equipment by paying therefor only a reasonable rental value; and in the event the parties are unable to agree upon the value that such party in default would be entitled to under the foregoing provisions, then and in such event said matter shall be submitted to arbitration by each of the parties selecting one arbitrator and the two arbitrators selecting a third, and the findings of said arbitrators shall be final and binding upon the parties hereto.

The foregoing remedy shall not be considered as the exclusive remedy upon such default but shall be in addition to any other remedy, either in law or equity, which might be available to the party not in default hereunder.

It is further understood and agreed between the parties hereto that in the event of suit or action by either party for the enforcement of any provision herein, then and in such event the prevailing party shall be entitled to such sum as the court may adjudge reasonable as attorney's fees herein.

IN WITNESS WHEREOF the parties hereto have hereunto set their hand and seal this _____ day of _____, 1949.

BAKER PAVING CO.

By _____
First Party

BAY CONSTRUCTION COMPANY

By _____
Second Party

WITNESSES:

_____

_____

$250,000 city allotment (1949)

Gold Beach Oct. 10 1949

Saw Mr. C. H Young re letter of Sept 29, 1949 from City of Gold Beach with regard to sidewalk called of Elvin Street (on Oct 6.)

Showed Mr. Young the estimated cost of project as $29,032.83 this including bridges. Mr. Young showed surprise at the cost and said city would pay 1/2 the added cost up to $450.00 and would send me a letter stating city would pay 1/2 of added cost.

At request of Mr. Baker new County judge. Forsyth re attack fire site at rear of Court House. Judge said their plan to install fire hydrant not materialized and they would have to stock pile wood. Suggested we stake out required dock stock pile site and see if this did not allow enough space to pile wood.

The work done and judge informed parties to have wood piled so as not to interfere with rock stockpiles.

N. C. A.

RECEIVED
OCT 5 1949
FOR FILING

308 - 1701

3213

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
Oct. 3, 1949

SUBJECT: Gold Beach Streets

NOTED
W. C. WILLIAMS

To: R. H. Baldock
Chief Engineer

Dear Sir:

I have been unable to give you a further report on the happenings at Gold Beach, about which you recently wrote.

The big fuss down there was relative to the width of Colvin Street between Gauntlett and Caughill streets. The City Thought it would like to have us build a 42' street instead of the 34' as planned. Immediately upon receipt of this information, I called up Mr. Pease, who conferred with Mr. Williams about the matter. I was instructed to advise the City officials at Gold Beach that we would comply with their wishes if they would pay one-half of the additional cost. The estimated cost of the change would be $900.00. This information was passed on to the City officials but I have heard nothing further as to what they have decided to do.

Very truly yours,

K. D. Lytle

K. D. LYTLE
Division Engineer

kdl;g

RECEIVED
OREGON
STATE HIGHWAY COMMISSION

OFFICE OF
MAYOR & RECORDER

NOTED
Harold C. Ayers

CITY OF GOLD BEACH

HIGHWAY NO. 101

CURRY COUNTY, OREGON

September 29, 1949

RECEIVED
OCT 3 1949
ENGINEER
COUNTY & CITY RELATIONS

Mr. John W. Cattrall, Acting Engineer
County and City Relations
State Highway Department
Salem, Oregon

Dear Mr. Cattrall:

It seems there has been a little misunderstanding in connection with the street job in Gold Beach. It was my understanding in working out this program, first with Mr. Cooper and then with yourself, that all the streets involved would be surfaced full width so that we would get as much roadway width as possible from the streets with limited width. We eliminated the sidewalk on the north, south and east sides of the court house square to accomplish this purpose.

About a week ago I heard, much to my surprise that the resident engineer, Mr. Baker made a statement that Colvin Street on the east side of the project would only be thirty four feet (34') wide as to the roadway. To get the roadway narrowed down to this width, he advised the plans were changed to allow four feet (4') between the sidewalk and the property lines of each side and also a service strip wider than necessary. I have been unable to learn who changed the program without conferring with the City. I can hardly conceive of cutting down the width of the roadway on this important street to thirty four feet (34') and we held a special meeting of the City Council to discuss the matter with Mr. Baker and we have now decided that the roadway should be forty two (42) feet and we were able to accomplish this by eliminating the service strip on the west side in the block between Gauntlett Street and Caughell Street and also cutting down the width of the service strip on the east side. The sidewalks on the east side will still be three feet (3') from the property lines which seems to be necessary in order to get away from slope easement problems and also a problem of steps into the Buffington building. We are now informed that this change will cost approximately $1,000.00 additional and that your Commission wants the City to stand one half. This is merely putting the project back to where it should have been in the beginning and our very definite agreement was that the City and the property holders would stand one half or $12,500.00 based on an estimated total cost of $25,000.00 , our half to be a fixed amount

NOTED
J. W. CATTRALL

and the Commission to get the benefit of any more favorable bid. I believe the bid is only a little over $23,000.00.

I would like to know who changed the program in the first place and why our agreement should be changed as to cost of the project in the second place and I would like very much to discuss the matters with you. I tried to call you today and I was advised that you will be out until Monday so I am writing you regarding the matter. I trust you will be able to call me on the matter as soon as you receive this letter.

Very truly yours,

C.H. Young, Councilman

CHY/bjb

FORM S-00 10M 8-49 21002

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

September 29, 1949
Salem, oregon

SUBJECT:

To: Mr. K.D.Lytle
Division Engineer
State Highway Department
Roseburg, Oregon

Dear Sir:

Confirming my telephone call of this afternoon, Mr. Williams has approved the widening of Colvin Street between Gauntlett and Caughell Streets in Gold Beach to 42 feet provided that the City will agree to pay 1/2 of the additional cost incurred by virtue of this widening.

Upon receipt of a letter from the City agreeing to pay 1/2 of the additional cost, you may proceed with the work.

Very truly yours,

H. G. Smith
Construction Engineer

By:

Edwin A. Pease
Construction Office Engineer

September 28, 1949

NOTED
J. W. CATTRALL

Mr. C. M. Young
City Councilman
Gold Beach, Oregon

NOTED
J. F. HAGEMANN

Dear Sir:

I regret having missed you in Gold Beach on the 21st of this month. I had hoped to discuss the City's problem as set forth in your letter of September 13.

As you know, the Baker Paving Company began work on Monday, September 19. Weather permitting, they plan to complete all work with the exception of the oil mat wearing surface prior to the end of this year. If work proceeds according to schedule, the Highway Commission will have expended by January 1, 1950, approximately $26,000 of the estimated $29,000 total project cost.

It is not the intention of the Highway Commission to cause the City any undue financial embarrassment. However, from previous correspondence and the City's action in executing the agreements, we were led to believe that the City was financially able to meet the terms of said agreements.

In view of the above, we do not feel that we would be justified at this time in requesting the Highway Commission to deviate from its policy of requiring advance deposit of the agreed City share of the total project cost.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Acting Engineer,
County and City Relations

NOTED
Harold C. Ayers

JWC:MM

NOTED
J. W. CUTTRALL

Salem, Oregon
September 26, 1949

Mr. George C. Baker
Resident Engineer, State Highway Department
Box 741
Port Orford, Oregon

Enclosed are copies of two agreements between the City of Gold Beach and the State Highway Commission. One agreement covers the street work and the other agreement covers the construction of sidewalks.

We have checked with the Legal Department regarding slope easement forms and find that there is no standard form for this purpose. However, they are preparing a form to cover the situation in Gold Beach and copies will be forwarded to you sometime this week.

John W. Cuttrall
Acting Engineer,
County and City Relations

By

John F. Hagemann
Field Engineer

JFH:MM
Encl.

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

1949
930 Dist Right
Gold Beach

OFFICE OF
MAYOR & RECORDER

CITY OF GOLD BEACH

CURRY COUNTY, OREGON

September 13, 1949

NOTED
J. F. HAGEMANN

NOTED
Harold C. Ayers

Mr. John W. Cattrall, Engineer
State Highway Commission
Salem, Oregon

Dear Mr. Cattrall:

I have your letter of September 8th, replying to my letter of September 6th, regarding the street job in Gold Beach. I note the contents of your letter regarding the placing of the oil mat wearing surface and that it cannot be done safely after September 30th, which is the reason for providing that it be done between May 15, 1950 and June 30th.

I do not know the reason for the misunderstanding in this matter butour City Attorney and members of the Council all had the understanding that the work would be completed this fall and not later than November. This matter of not being able to place the oil mat surface late in the fall was never mentioned by your department in the several discussions we had on this project. We appreciate the fact that the oil mat surface should not be placed under unfavorable weather conditions but this delay in the completion of the project complicates the city finances. We cannot make the assessment against the abutting property owners and collect same until the work is completed and it was necessary for the City to advance the sum of $12,507.50 from General Fund. This leaves our General Fund without money to operate on and we see no good reason why the State Highway Commission should tie up $12,000.00 of our funds for a period of ten (10) months on this project. I think you will realize that a small city like Gold Beach is not in position to finance the State Highway Commission and it seems to us that a reasonable deposit on the City's portion, to show good faith, should be sufficient until the work is well under way or completed. I take it is the policy of the Commission to cooperate with cities in these matters and this does not look to us like the cooperation we are entitled to. The City will have tax revenues coming in again after December and would be in position to pay the balance to the Highway Commission, after the first of the year without embarrassing the City financially.

We will be glad to hear from you further in this regard.

RECEIVED
SEP 14 1949
ENGINEER

Very truly yours,

O.H. Young, Councilman

CHY/pjb

NOTED
J. W. CATTRALL

Copy x Klamath Co. Engr.
Wally Hecht Hold for S.W.C.

232
Gold Beach
1949

September 8, 1949

NOTED
Harold C. Ayers

Mr. C. M. Young
City Councilman
Gold Beach, Oregon

Dear Sir:

Reference is made to your letter of September 6 re the City Allotment Project in Gold Beach.

I am enclosing a copy of Contract No. 3213 with the Baker Paving Company of Coos Bay. You will note on page 2 that the date of completion is to be not later than June 30, 1950. This completion date was assigned as a safeguard against the oil mat wearing surface being placed under poor weather conditions.

You will also note on page 19 under "Time of Performing Oiling Work" that said oiling work shall not be commenced prior to May 15, 1950, if it cannot be completed prior to September 30, 1949. The Department has found from experience that it is undesirable to perform oiling in cold or wet weather.

We had hoped that the contractor would commence work soon after the awarding of the contract and perform as much work as possible this year. However, we have no control over the contractor's schedule other than the dates of completion as set forth in the contract.

The Baker Paving Company will be contacted regarding their proposed work schedule and you will be notified as soon as we have something definite on this matter.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

NOTED
J. W. CATTRALL

John W. Cattrall
Acting Engineer,
County and City Relations

JWH:MK

OFFICE OF
MAYOR & RECORDER

CITY OF GOLD BEACH

CURRY COUNTY, OREGON

September 6, 1949

Oregon State Highway Commission
Box 30
Salem, Oregon

Attention: John Cattrall

Dear Mr. Cattrall:

Upon my return from a vaction, I find that the City has remitted to the Commission our portion of the special street improvement contract and I assume the contract has been awarded to the firm in Coos Bay. It was our understanding that the work would be completed this fall and I believe November 1st was set for completion. However, the contractor has not started the work and there is talk from some source that you have allowed until next June for completion.

I wish you would kindly advise me the facts in the matter and I hope you have not extended the time for completion beyond this fall as we would not like to have the contractor on this job fooling along like the contractor did on the highway improvement job of Gold Beach.

Very truly yours,

C.H. Young, Councilman

CHY/cjj

NOTED
Harold C. Ayers

RECEIVED
SEP 7 1949
COUNTY

NOTED
J. W. CATTRALL

SEP 7 1949

RECEIVED
SEP 13 1949
FOR FILING

398-1701
3213

September 12, 1949

Baker Paving Co.
P. O. Box 45
Coos Bay, Oregon

Gentlemen:

We enclose herewith a fully executed copy of contract No. 3213, which was awarded to you on August 18, 1949 by the State Highway Commission, covering grading and surfacing on the Gold Beach Section in Curry County.

This copy of the above contract is being sent to you for your records and files. An executed copy is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

9-12-49

RECEIVED
SEP 1 1949
FOR FILING

3.8-1701
3213

September 1, 1949

Cross Referenced To:

Mrs. Earl Sweet
Drain, Oregon

Dear Mrs. Sweet:

Mr. W. M. Tugman, Managing Editor of the Eugene Register-Guard, forwarded to me your letter of August 14, 1949, in which you criticise the award of a contract to the Baker Paving Company of Coos Bay for the improvement of four city streets in the city of Gold Beach. It is noted that you have obtained your information from the Oregon Journal.

The article that you observed is entirely correct. The State Highway Commission at its meeting on August 2, 1949, received competitive bids for the construction of this project, which, incidentally, consists of 0.31 mile of grading, surfacing and oiling. The article you read did not give further details, but for your information, I might say that the work involved consists of approximately 2,680 cubic yards of excavation; 260 cubic yards of Portland cement concrete for construction of curbs, driveways and sidewalks; 2,000 cubic yards of pit-run gravel base materials; the placing of 860 cubic yards of crushed gravel as a base for asphaltic surfacing, and 34 tons of asphalt. The Baker Paving Company's bid, totaling $23,375.30 was the low one of three bids received. R. & M. Construction Co., Central Point, offered to do the work for $24,764.50. Sneek Bros., Corvallis, submitted a bid for $28,620.

The unit prices submitted by Baker Paving Company for the various items entering into the work, and the total amount of the bid, are definitely in line with present-day prices for the work involved. Were they not so, the State Highway Commission would have rejected the bids and readvertised the project. It must be remembered that this is a city street improvement project, and that many items of construction enter into the work, such as sidewalks and curb construction, special drainage, etc., that do not enter into a project located outside of municipalities, so, in that respect, they are not comparable, and can not be compared on a strictly mileage basis. The prices as quoted by Baker Paving Company, in the minds of the members of the State Highway Commission and engineers, are fair and reasonable for the class of work involved, and I believe that you will agree after studying the unit prices and the plans and specifications which I am attaching for your further information. I call to your attention the width that the pavement is being constructed, and other features that do not enter into

a contract for road work outside of the limits of cities and towns. I again point out that this is a city street improvement, which is not comparable to construction of a section of highway where traffic congestion does not exist as it does within cities.

In your letter you mention that there are a number of loggers in Drain who are now out of work, and who, you state, would be willing to do a job of this kind for a price considerably under the offer of the Baker Paving Company. The State Highway Commission is much interested in getting its work done at the lowest possible cost, and welcomes proposals from anyone who has the ability to perform the work in an acceptable manner. If the loggers to whom you refer are capable of handling a project such as the one under discussion, I shall be pleased to furnish them with prequalification forms for submitting a statement as to their finances, equipment and experience. I will also see that their names are placed on our contractors mailing list to receive the Highway Commission's Notices when they are released from time to time, listing projects for which the Commission will receive bids. I can assure you that any bids submitted by the people whom you mention, will be given our most sincere consideration.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ts
Enc.

cc - W. M. Tugman

September 1, 1949

W. M. Tugman
Managing Editor
Eugene Register-Guard
Eugene, Oregon

Dear Bill:

I appreciate your sending me your letter from Mrs. Earl Sweet, Drain, Oregon, concerning the high cost of the paving project in Gold Beach. The newspaper item that she read evidentally was correct, as it checks with the mileage and class of work upon which bids were to be received, but it does not go into detail. I have written Mrs. Sweet, and I enclose a copy of my letter. The length of the project is 0.31 mile, but as stated in my letter to Mrs. Sweet, this is a city project and is not comparable to one outside of city congestion.

Re the second paragraph of your letter, most assuredly Washington State is still playing football, and I am certain that this will be very strongly impressed upon you a little later in the season when it meets the University of Oregon at Pullman. I am sorry I won't be able to see that game, but I am reserving a ringside seat at my radio for that afternoon to get the details of the slaughter.

Kindest regards,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBO:ts
Enc.

ALTON F. BAKER, EDITOR AND PUBLISHER

Eugene Register-Guard

LANE COUNTY HOME NEWSPAPER

1097-1041 WILLAMETTE STREET

EUGENE, OREGON

August 27, 1949

Mr. Herb Glaisyer, Secretary
Oregon State Highway Department
Salem, Oregon

Dear Herb:

I am sending to you for reply a letter from a lady in Drain concerning the alleged high cost of a section of paving in Gold Beach. I have been unable to trace the item in the news reports and I imagine there must have been a misprint as to the distance involved or else there are other factors which are not clear in the news report.

I see that Washington state is still playing games. Since they do not play in Eugene this year, I shudder for what may happen to Jim Akin when he invades Pullman. It always seems to take a mystic to get out of Pullman alive.

Sincerely yours,

W. M. Tugman

W. M. Tugman
Manaing Editor

WMT-s
enc.

RECEIVED
STATE [illegible] COMMISSION

NOTE TO [illegible]
DATE 9/[illegible]

ANSWERED
[illegible] GLAISYER

Aug 19, 1949
Drain, Oregon.

Letters to the Editer
Eugene Register Guard
Eugene, Oregon

Dear Editer

This morning in the Journal I read where the State Highway Dept. awarded the contract for grading, surfacing and oiling .31 of a mile of city streets in Gold Beach, Curry county, to the Baker Paving company of Coos Bay on its low (?) bid of $23,395. This to me and others seems more like inflation prices. Some of the loggers here who are out of jobs now, and that were in the 3c's in the depression would be willing to do a job like

[illegible] by hand with garden
shovels + rakes ~~hoes~~ and
wheelbarrows, and for a price
considerably under $23,375.
They say that they aren't making
millionaires any more, and that
millionaires are a fast disappearing
race, ~~[illegible]~~ but it seems to this
dumb brain of mine that there
is something fishey somewhere.
Could there have been a mistake
in the printing of the article? Or
are people really getting rich
this way? This is 1736.80 feet.
I could almost do it myself!

Sincerely
Mrs. Earl Sweet
Drain, Oregon

RECEIVED
SEP 26 1949
FOR FILING

308-1701

3213

AGENDA
SEP 19 1949

August 18, 1949

Baker Paving Co.
P. O. Box 45
Coos Bay, Oregon

Re: Contract No. 3213

Gentlemen:

Confirming my telegram to you of this date, the State Highway Commission has today awarded to you the contract for grading, surfacing and oiling four city streets in the City of Gold Beach, Curry County, based on your low bid of $23,375.30, submitted on August 2, 1949.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

bs
Encs.

cc - H. O. Smith
Goldie Lewis
S. H. Probert
L. R. White (S.I.A.C.)

GET CONFIRMED

DOMESTIC SERVICE

Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM | SERIAL | DAY LETTER | NIGHT LETTER

WESTERN UNION

1206

W. P. MARSHALL, PRESIDENT

INTERNATIONAL SERVICE

Check the class of service desired; otherwise this message will be sent at the full rate

FULL RATE | DEFERRED | CODE | NIGHT LETTER

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
August 18, 1949
8:45 a.m.

Baker Paving Co.
P. O. Box 45
Coos Bay, Oregon

State Highway Commission awarded you today contract for grading, surfacing and oiling four city streets in Cold Beach, Curry County, based on your low bid submitted August 2, 1949. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

RECEIVED
AUG 11 1949
FOR FILING

August 11, 1949

Mr. B.I. Mather, City Recorder
City Hall
Gold Beach, Oregon

Dear Sir:

Enclosed herewith, for the City's records and files is a fully executed copy of an agreement with the city of Gold Beach covering revised "Option for Cooperative Construction Project" in that city.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rm
encl. 1

RECEIVED
AUG 10 1949
FOR FILING

Salem, Oregon
August 9, 1949

Mr. H. H. Probert
Office

Attached is an unexecuted copy of an agreement with the City of Gold Beach covering revised "Option for Cooperative Conservation Project" in that city.

The original of this agreement is being retained in Mr. Chadwyer's files and a fully executed copy has been mailed to the City of Gold Beach.

I. M. Warfield
Staff Engineer

LMW/ed
cc: H. H. Hanks
E. D. Lytle
John Cottrell

RECEIVED
AUG 9 1949
FOR FILING

August 8, 1949

Ruby A. Whitmore, City Recorder
City Hall
Gold Beach, Oregon

Dear Madam:

Enclosed herewith, for the City's records and files is a fully executed copy of an agreement with the city of Gold Beach covering revised "Option for Cooperative Construction Project" in that city.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rm
encl. 1

FORM B-30 10M 10-48 26007

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 8, 1949

SUBJECT:

To: Mr. R.H. Baldock

Attached hereto, for further handling by you, are five unexecuted copies of an agreement with the city of Gold Beach covering revised "Option for Cooperative Construction Project" in that city.

The original of this agreement is being retained in this office for the Commission's files and a fully executed copy has been mailed to the City of Gold Beach.

Secretary

rn
attach: 5

Robert
Hanks
Hall
Carroll

7-25-49

Distribution of agreement with the City of Gold Beach covering sidewalk construction:

1	City of Gold Beach
1	Mr. H. B. Glaisyer, Secretary
1	Mr. S. H. Probert, Office Engineer
1	Mr. M. H. Hawke, Chief Accountant
1	Mr. K. D. Lytle, Division 3 Engineer
2	Mr. John W. Cattrall, Acting Engineer, County and City Relations

OFFICE OF
AYOR & RECORDER

CITY OF GOLD BEACH

CURRY COUNTY, OREGON

August 9, 1949

RECEIVED
AUG 10 1949
County & City Planning

Oregon State Highway Commission
Box 30
Salem, Oregon

Attention: Mr. John Cattrall

Dear Mr. Cattrall:

We have your letter of August 4th advising that the Baker Paving Company of Coos Bay has submitted a satisfactory bid for improving the several streets in Gold Beach. You request that the City send a certified check for $12,507.50 covering the City's participation in this project.

The City could not proceed with the assessments on abutting property until we received the plans and specifications from your commission and that is delaying the matter a little. We immediately passed an ordinance for the assessments and a hearing has been set for August 15th. We do not anticipate any serious objections and of course the City is committed to the project irregardless of any objections. However, we cannot very well give final approval and send the money until after this hearing date.

We anticipate that we can get the check to you immediately after August 15th so you can give the contractor clearance to proceed with the work. We trust this slight delay will not be serious with respect to final awarding of the contract.

Very truly yours,

C.H. Young, Councilman

CHY/bjb

RECEIVED
AUG 10 1949
OREGON
STATE HIGHWAY COMMISSION

NOTED
J. W. CATTRALL

NOTED
Harold C. A[illegible]s

RECEIVED
AUG 5 1949
FOR FILING

308-1901

3213

August 4, 1949

Mr. B. I. Mather
City Recorder
Gold Beach, Oregon

Dear Sir:

On August 2 a satisfactory bid by the Baker Paving Company of Coos Bay was received on the Moore, Colvin, Gaumlett, and Creighall Streets project in the City of Gold Beach.

An agreement between the City of Gold Beach and the State Highway Commission, signed by the City on April 19, 1949, and accepted by the Highway Commission on May 16, provides that the City shall pay $9,800 to the State for the partial discharge of its obligations within ten days after demand. A supplemental agreement, accepted by the Commission on August 1, 1949, provides that the City shall deposit a sum equal to the amount of the bid items for the construction of sidewalks. These bid items are:

4" Concrete Walks - 890 square yards at $3 ..... $2,670.00
Expansion Joints and Walks - 250 lineal feet
at $0.15 ..... 37.50
$2,707.50

This total of $2,707.50 is subject to adjustment when the contract is completed to agree with the actual cost of construction of sidewalks.

Award of the contract is being held pending receipt of $12,507.50 -- $9,800 as per the first agreement plus $2,707.50 as per the supplemental agreement.

Please make payment by certified check payable to the

Oregon State Highway Commission and forward same to John W. Gottwald, Acting Engineer, County and City Relations, c/o Oregon State Highway Commission, P.O. Box 30, Salem, Oregon.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: W. C. Williams
Assistant State Highway Engineer

JWK:MM
cc: Mr. C. H. Young, City Councilman
Gold Beach

RECEIVED
FOR FILING

308-170

3213

Gold Beach

July 26, 1960

Oregon State Highway Commission

Gentlemen:

You have previously approved an "Option for Cooperative Construction Project" with the City of Gold Beach, as a part of the FAS&UHD special State Tax Street Funds. The City later determined that sidewalks should be provided on the streets to be improved, the City to pay the entire cost of such walks.

An agreement has, therefore, been prepared, revising the "Option for Cooperative Construction Project" previously approved to provide for inclusion of the sidewalk at the expense of the City.

Bids on the Gold Beach city project are being called August 2, and the revised agreement will be presented to you at that time for your consideration. I recommend your approval.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:ms

cc Mr. W. C. Williams
Mr. H. G. Smith
Mr. John W. Cattrall

"250,000 City Elevation 1949

Good Beach 7/21/49

Meeting with Council 8:30 P.M. the date, agreement re sidewalks was read and discussed, Council were advised to have "3800.00 on hand by August the eight as the state wanted have to have the check in hand before the contract could be awarded.

The city recorder said they had enough in the bank to pay on demand.

They were also advised this was also true of the 9,800 on the original agreement for Curb etc.

They said they understood they would have to give check for "13,600.00 before got could be awarded.

Acting mayor and city recorder were authorized by Council to sign agreement.

agreement was left in County & city Relations office at 8:30 P.M. 7/22/49.

H. C. G.

July 15, 1949

Mr. C. H. Young
City Councilman
Gold Beach, Oregon

Dear Sir:

Under separate cover we are forwarding to you a print of the plan and profile map of the city street project in Gold Beach.

We had hoped to be able to include the supplementary agreement covering construction of sidewalks as shown on this plan at this time. However, our Legal Department, due to the press of business, has been unable to prepare this agreement as yet. As soon as available, copies will be forwarded for signature by the proper city officials.

In general, the terms of the agreement will call for a deposit of $3,800 (estimated cost of sidewalks) with the Highway Department after a satisfactory bid has been received. When the contract has been completed, the actual costs of the sidewalk will be determined and adjustment made accordingly. The $3,800 will be over and above all sums covered by the previous agreement dated April 19, 1949. It is my understanding that these were the terms agreed upon during our recent conversation.

If you have any questions in connection with this project, please write.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Acting Engineer,
County and City Relations

NOTED
Harold C. A[illegible]s

JWH:MM

NOTED
J. W. CATTRALL

Salem, Oregon
July 14, 1949

Mr. J. M. Devers
Chief Counsel

Enclosed for your approval is a draft of an agreement with the City of Gold Beach. This is in connection with a $250,000 City Allotment project for which an 'Option for Cooperative Construction Project' covering the road work has already been signed by the City and accepted by the Commission.

Recently the city requested that we include the construction of sidewalks in the project at its expense. The enclosed draft is a supplementary agreement to cover this sidewalk construction.

After examining this draft and making any corrections or additions that you deem necessary, please return to this office. We will then prepare the required number of copies plus one for your files.

Anything you might do to expedite this will be appreciated as the project is up for bidding at the August 1-2 Commission meeting.

John W. Cattrall
Acting Engineer,
County and City Relations

By: John F. Hagemann
Office Engineer

JFH:MM
Encl.

NOTED
Harold C. Ayers

July 8, 1949

Mr C H Young
City Councilman
Gold Beach, Oregon

Dear Sir:

This is to acknowledge receipt of your letter of July 7 re status of the special cooperative street project in the City of Gold Beach.

The plans are not complete at this time; however, they will be by the latter part of next week. When complete a print will be forwarded to you immediately.

A supplemental agreement is being prepared to cover the construction of sidewalks as per our last conversation. This will also be forwarded to you for signature of the proper city officials.

Very truly yours,

R H Baldock
State Highway Engineer

By NOTED J. W. CATTRALL

John W Cattrall
Acting Engineer
County and City Relations

JWC

NOTED
Harold C. Ayers

OFFICE OF
MAYOR & RECORDER

CITY OF GOLD BEACH

CURRY COUNTY, OREGON

July 7, 1949

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. John W. Cattrall

Dear Mr. Cattrall:

I am wondering what is holding up the special cooperative street project for oiling the streets around the Courthouse square in Gold Beach. The plans and specifications for this project were to be completed by June 1st and I believe shortly after that date you advised they would be out soon. I hope we can get the job done before winter. Please advise.

Very truly yours,

C.H. Young,
City Councilman

CHY/bjb

RECEIVED
JUL 9 - 1949
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 8 1949
ENGINEER
COUNTY & CITY RELATIONS

NOTED
Harold C. Ayers

Gold Beach - Caughell Street from Colvin Street looking westerly. 6-15-49

Gold Beach - Colvin Street from Caughell Street looking northerly. 6-15-49

Gold Beach - Moore Street from Colvin Street looking northeasterly. 6-15-49

Gold Beach - Colvin Street from Moore Street looking southeast. 6-15-49

Gold Beach - Gauntlett Street from Colvin Street looking westerly. 6-15-49

Gold Beach - Colvin Street from Gauntlett Street looking southerly. 6-15-49

FORM E-80X 15M 5-49 28204

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 25, 1949

SUBJECT:

To:

Mr. S. H. Probert
Office

Attached is an approved copy of an option for cooperative construction project in the City of Gold Beach, particularly covering improvement of the following streets:

Moore Street from Oregon Coast Highway to Colvin Street
Colvin Street from Moore to Caughell Street
Gauntlett Street from Colvin Street to Oregon Coast Highway
Caughell Street from Colvin Street to Oregon Coast Highway (a total distance of approximately 0.26 miles)

The agreement provides the City shall pay to the State $9500 ten days after demand.

The original copy of this option has been retained in Mr. Glaisyer's office for the Commission's files, and a copy has been mailed to the City Recorder of Gold Beach, and one copy to the Secretary of State.

L. H. Warfield
Staff Engineer

LHW/gd

cc: K. D. Lytle
John Cattrall

NOTED
J. W. CATTRALL

RECEIVED
MAY 2 9 1949
ENGINEER
COUNTY & CITY RELATIONS

$250,000 Allocation
(1949)

OPTION FOR COOPERATIVE CONSTRUCTION PROJECT

City of Gold Beach

In consideration of the preliminary plans, surveys and studies by the State of Oregon, by and through its State Highway Commission (hereinafter referred to as "State"), relating to the improvement, construction, reconstruction, maintenance or repair of the following described street or streets,

Moore Street from Oregon Coast Highway to Colvin Street
Colvin Street from Moore to Caughell Street
Gauntlett Street from Colvin Street to Oregon Coast Highway
Caughell Street from Colvin Street to Oregon Coast Highway
(A total distance of approximately 0.26 miles)

all being within the corporate limits of the City of Gold Beach, and in further consideration of the benefits and advantages which the governing body of the City of Gold Beach feels will enure to the City (hereinafter referred to as "City"), should a project be undertaken for the construction and improvement of said streets, and as an inducement for the State to allocate to City, funds from the $250,000 appropriation under the provisions of Chapter 425, Oregon Laws 1947, City does hereby offer to State, and if the State should accept the within offer, agrees to cooperate in a project for the improvement, construction or repair of said streets on the following terms and conditions:

1. PROJECT: The proposed project is set forth on the city map attached hereto and by this reference made a part hereof, and shall consist of the following:

Perform required grading
Install required drainage
Construct concrete curbs and gutters
Place rock base and leveling course
Place oil mat wearing surface

2. RIGHT OF WAY AND EASEMENTS: City will provide, without cost to State, all necessary or proper rights of way and easements for the project.

3. UTILITIES, RELOCATION: City shall, at its sole cost, relocate or reconstruct, or cause to be relocated or reconstructed, all water, sewer, gas, electric or other utility conduits or poles now within the highways or streets, in conformity with the proposed plans and ultimate requirements of the project.

4. CONSTRUCTION: State shall, when in its judgment the public interest would be best served thereby, by contract, or other means, in its discretion, construct or reconstruct the said streets. Upon the completion of the project, the City shall assume the maintenance of the streets. It is recognized by City that the State's participation in the project is as a means of aiding the City, and shall,

in no manner, be construed as an assumption of jurisdiction over said streets, or an assumption of maintenance thereof.

5. COMMENCEMENT AND DESIGN: The date upon which the construction of the project shall commence, the design of the streets, and all other construction details shall be committed exclusively to the jurisdiction, discretion and judgment of the State.

6. APPORTIONMENT OF COSTS OF CONSTRUCTION: The cost of the construction shall be borne by State and City, as follows:

(a) City shall contribute the sum of Twelve Thousand Seven Hundred Fifty and No/100 ($12,750) Dollars as its share of the construction cost.

(b) State shall contribute, as its share of the construction cost, all of the cost of the construction of the project over and above the sum of Twelve Thousand Seven Hundred Fifty and No/100 ($12,750) Dollars contributed by City. It is estimated that the State's share of the construction cost will be Thirteen Thousand and No/100 ($13,000) Dollars, but the actual cost, in excess of the said sum contributed by City, shall govern.

7. City agrees that the amount expended by State as the cost of the within project, shall be deemed an allocation and distribution to the City within the meaning of Section 3 of Chapter 425, Oregon Laws 1947.

8. PAYMENT: City represents that it has immediately available for the partial discharge of its obligations hereunder the sum of Nine Thousand Eight Hundred and No/100 ($9,800) Dollars. City shall pay State the said sum within ten (10) days after demand. Said payment shall be a condition precedent to the performance of either of the obligations of State hereunder.

City shall pay the balance of Two Thousand Nine Hundred Fifty and No/100 ($2,950) Dollars from funds to be allocated to it under the terms of Chapter 425, Oregon Laws, 1947, and acts amendatory and supplemental thereto, including but without limiting the foregoing House Bill No. 80 of the current legislative session. A duly executed copy of this agreement shall be delivered to the Secretary of State and shall constitute his authority to withhold from the City and credit to the State Highway Fund for the use and benefit of the State Highway Commission, the sum of Two Thousand Nine Hundred Fifty and No/100 ($2,950) Dollars. This assignment shall be continuing from future allocations to City until such time as there has been credited to the State as aforesaid the said sum of Two Thousand Nine Hundred Fifty and No/100 ($2,950) Dollars.

9. City agrees that it will, upon the completion of this agreement, when changes are made in existing street grades, proceed to establish the street grades, as revised, in accordance with the city charter and city ordinances.

State shall have the irrevocable right to exercise or accept the within

offer for a period of sixty (60) days from the date hereof. State may accept the offer herein by the passage of a resolution accepting said offer, and by notice of such resolution given over the signature of its secretary and addressed to the City and its governing body.

Regardless of any act or acts of its officers, agents or employees, State shall be under no obligation to City until such time as it has formally accepted the within offer.

Dated this 19TH day of April, 1949

APPROVED:

Chief Counsel, Oregon State Highway Commission

CITY OF GOLD BEACH
By its governing officers

By _____ Mayor

By _____ Recorder

APPROVED:

Assistant State Highway Engineer

Accepted by Oregon State Highway Commission May 16 1949 (date).

Notice given to City May 24 1949 (date).

APPROVED BY HIGHWAY COMMISSION
DATE May 16 1949
Secretary

3/22/49

GOLD BEACH

Scale: 1 in. = 1000 ft.

ROGUE RIVER

To Port Orford

Low Water Line

OCEAN

PACIFIC

Ordinary Low Water Line

Lot 1

Lot 2

Lot 3

Lot 4

Lot 5

Lot 1

Lot 1

Lot 2

Lot 3

Lot 4

Lot 5

36

31

1

6

Dean Cr.

Riley Cr.

CAUGHELL ST.

COLVIN ST.

MOORE ST.

GANTLETT ST.

CHASER ST.

STRAHAN ST.

HARLOW ST.

FIRST ST.

SECOND ST.

THIRD ST.

FOURTH ST.

City Limits

HIGHWAY 101

COAST

OREGON

To Brookings

T. 36 S.

T. 37 S.

R. 15 W.

R. 14 W.

FORM S-183X 15M 3-49

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
SEN. R. CHANDLER, MEMBER
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

May 24, 1949

Mr. B.I. Mather
City Recorder
Gold Beach, Oregon

Dear Sir:

Enclosed herewith for the City's records and files is an approved copy of the "Option for Cooperative Construction Project" in the City of Gold Beach, particularly covering improvement of the following described streets,

Moore Street from Oregon Coast Highway to Colvin Street
Colvin Street from Moore to Caughell Street
Gauntlett Street from Colvin Street to Oregon Coast Highway
Caughell Street from Colvin Street to Oregon Coast Highway
(A total distance of approximately 0.26 miles)

This option was approved and accepted by the State Highway Commission at its regular meeting on May 16, 1949. Will you please bring this to the attention of the city council.

Respectfully yours,

H B S

Secretary
OREGON STATE HIGHWAY COMMISSION

rn
encl. 1

cc - Hon. Dr. W.A. Cartwright, Mayor
City of Gold Beach
Gold Beach, Oregon

Mr. John W. Cottrell

RECEIVED
MAY 5 1949
ENGINEER
COUNTY & CITY RELATIONS

April 21, 1949

Mr. C. H. Young
City Councilman
Gold Beach, Oregon

Dear Sir:

This is to acknowledge receipt of seven copies of an 'Option for Cooperative Construction Project' signed by the city officials of Gold Beach. As soon as this option has been approved by the Highway Commission, a duly signed copy will be returned for the city's records.

It appears at this time that the plans and specifications for this project which you requested in a previous letter will not be completed prior to June 1. As soon as possible a set of plans and specifications will be forwarded to you.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Acting Engineer,
County and City Relations

JWC:MM

NOTEL
Harold C. Ayers

OFFICE OF
MAYOR & RECORDER

CITY OF GOLD BEACH

CURRY COUNTY, OREGON

April 20, 1949

Mr. Forrest Cooper, Engineer
County and City Relations
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Cooper:

Referring to your letter of March 24th and our subsequent correspondence, I am enclosing herewith seven (7) copies of option for cooperative construction project between the City and your Commission. I trust you will find these in order and after approval by the Commission, please return one copy for our files.

We hope the project can be carried forward without delay so the job will be completed before the heavy travel of summer and fall begins. We greatly appreciate the cooperation we have had from your Department and the Commission in this matter.

Very truly yours,

C.H. Young, Councilman

CHY/bjb

RECEIVED
APR 21 1949
ENGINEER
COUNTY & CITY RELATIONS

NOTED
Harold C. Ayers

OFFICE OF
MAYOR & RECORDER

CITY OF GOLD BEACH

CURRY COUNTY, OREGON

April 4th, 1949

Mr. Forrest Cooper
Engineer, County & City Relations
State Highway Commission
Salem, Oregon

Dear Mr. Cooper:

I have your letter of April 1st with reference to payment under the agreement between the City and State Highway Commission. The time as outlined should be satisfactory. We have our next council meeting on Monday the 11th and the agreement will be signed and returned at that time.

In discussing the matter of assessment with our Attorney, he advises that we will need the plans and specifications in order to make a legal assessment. I note from your letter that you are preparing plans and specifications and as soon as you get the information assembled, we will appreciate having it so our Attorney can go ahead with the matter

Very truly yours,

CHY/bjb

C. H. Young, Councilman

RECEIVED
APR 5 1949
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 4 1949
ENGINEER
COUNTY & CITY RELATIONS

April 1, 1949

Mr. C. E. Young
City Councilman
Gold Beach, Oregon

Dear Sir:

Reference is made to your letter of March 29 regarding provision for cash payment in the agreement now in the hands of the city.

I wish to inform you that the Highway Commission will not demand payment from the city until a satisfactory bid for the project has been received. It will be at least sixty days before plans and specifications can be prepared prior to advertising for bids. From this, it would appear that the city will have at least two and one-half months from this date in which to make collection from the assessed property owners.

I hope that, in view of the above information, the city will find the terms of the present agreement satisfactory.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

Forrest Cooper
Engineer, County and City Relations

JFH:bd

NOTED
Harold C. Ayers

OFFICE OF
MAYOR & RECORDER

NOTED
FORREST COOPER

CITY OF GOLD BEACH

CURRY COUNTY, OREGON

HIGHWAY NO. 101

March 29th, 1949

RECEIVED
MAR 30 1949
ENGINEER
COUNTY & CITY RELATIONS

Mr. Forrest Cooper, Engineer
County and City Relations
State Highway Commission
Salem, Oregon

Dear Mr. Cooper:

I have your letter enclosing the agreement with the City of Gold Beach with respect to the street job. The agreement provides that the City shall pay $9800.00 within ten (10) days after demand by the Commission.

Before returning the agreement I thought I would write you regarding this. We are having a little difficulty in getting an attorney to get started on the matter of assessing the property holders and until the property is assessed and the money collected, it would be a little difficult for the City to pay the full amount upon demand. I wish you would kindly advise me what the position of the Commission will be with respect to giving us sufficient time to collect the money from the property holders. I assume that most of them will pay promptly. We of course have the funds on hand from the last apportionment of gas tax money and that could be paid over any time.

Yours very truly,

CHY/bjb

C.H. Young, Councilman

RECEIVED

NOTED
Harold C. [illegible]

NOTED
FORREST COOPER

Salem, Oregon
March 22, 1949

Mr. J. M. Devers, Chief Counsel
O F F I C E

Attention: Mr. G. W. Kumer

Enclosed please find 7 copies of an "Option for Cooperative Construction Project" with the City of Gold Beach.

This option has been prepared in accordance with your letter of March 21. If it now meets with your approval, it would be appreciated if you would sign and return all 7 copies to this office for further handling.

Forrest Cooper
Engineer, County and City Relations

By

John F. Hagemann
Office Engineer

JFH:MM
Encl.

NOTED
Harold C. Ayers

FORM E-30 1SM 10-48 24087

NOTED
FORREST COOPER

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 21, 1949

SUBJECT:

To: Mr. Forrest Cooper
Engineer, County and City Relations
O f f i c e

RECEIVED
MAR 22 1949
ENGINEER
COUNTY & CITY RELATIONS

Attention: Mr. John F. Hagemann
Office Engineer

Dear Mr. Cooper:

Reference is made to your letter of March eighteenth in regard to the option in connection with the proposed Gold Beach project.

We suggest that in order to take care of the problem presented, paragraph 8, as appears in the draft submitted, be deleted and there be inserted a new paragraph 8 reading as follows:

"8. PAYMENT: City represents that it has immediately available for the partial discharge of its obligations hereunder the sum of Nine Thousand Eight Hundred and No/100 ($9,800.00) Dollars. City shall pay State the said sum within ten (10) days after demand. Said payment shall be a condition precedent to the performance of either of the obligations of State hereunder.

"City shall pay the balance of Two Thousand Nine Hundred Fifty and No/100 ($2,950.00) Dollars from funds to be allocated to it under the terms of Chapter 425, Oregon Laws, 1947, and acts amendatory and supplemental thereto, including but without limiting the foregoing House Bill No. 80 of the current legislative session. A duly executed copy of this agreement shall be delivered to the Secretary of State and shall constitute his authority to withhold from the City and credit to the State Highway Fund for the use and benefit of the State Highway Commission, the sum of Two Thousand Nine Hundred Fifty and No/100 ($2,950.00) Dollars. This assignment shall be continuing from future allocations to City until such time as there has been credited to the State as aforesaid the said sum of Two Thousand Nine Hundred Fifty and No/100 ($2,950.00) Dollars."

NOTED
Harold C. Ayers

Yours very truly,

J. H. DEVERS
By G. W. NEUMER
Assistant Counsel

GWN:avh

OFFICE OF
MAYOR & RECORDER

CITY OF GOLD BEACH

CURRY COUNTY, OREGON

March 16th, 1949

NOTED
Harold C. Ayers

NOTED
FORREST COOPER

Mr. Forrest Cooper, Engineer
County and City Relations
State Highway Commission
Salem, Oregon

Dear Mr. Cooper:

I have your letter of March 14th with reference to special street project in the City of Gold Beach. You point out that the approximate figure of 1375 lineal feet in the project will be reduced by street intersections so that the amount of assessments against property holders will not raise $8250.00 as we estimated. I am sorry to have this error brought to our attention as it raises the amount the City must dig up.

I had the County Assessor figure the lineal feet for assessment and he arrives at a figure of 2422 feet which will raise $7266.00. The City has on hand $2537.00 from the State Tax Street Fund received in February and subtracting these two (2) amounts from the $12,750.00 will leave $2947.00. It is hardly possible for the City to pay more than the $2537.00 this year as our budgeting will not permit and we must therefore leave the $2947.00 to be paid in 1950. Possibly the State Tax Street Fund revenue will not cover this in 1950 and we are hoping the payment to the City will be more than it has been, so that it will cover the balance due. We hope you can complete the agreement on this basis. The City is taking steps to proceed with the assessments against the property of $3.00 per lineal foot. We hope the matter will go along without any undue delay.

Very truly yours,

CHY/bjb

O. H. Young, Councilman

RECEIVED
MAR 17 1949
ENGINEER
COUNTY & CITY RELATIONS

NOTED
JOHN W. CATTRALL

RECEIVED
MAR 1 [illegible]
[illegible]SION

RECEIVED
[illegible] 1949
[illegible]
[illegible]

March 14, 1949

Mr. C. E. Young, City Councilman

Gold Beach, Oregon

Dear Sir:

Reference is made to your letter of March 7 re the special street project in the City of Gold Beach.

The usual form of agreement prepared in cases of this kind provides for a cash payment of a specified sum by the City and also provides that a specified sum be withheld by the Secretary of State from the next City State Tax Street Fund allocation and credited to the highway fund.

Before preparing the agreement with the City of Gold Beach it is necessary that we know how much of the City's share in the amount of $12,750 will be paid in the form of cash this year and how much will be in the form of an assignment against future City State Tax Street Fund allocations.

At this time I would like to point out that, while the overall length of the project is approximately 1375 linear feet, the City will likely be only able to assess property owners on the basis of approximately 1264 linear feet. Street intersections account for the balance of the overall length.

I would suggest that you consult the county assessor to arrive at the actual amount the City would derive from a $3 per linear foot assessment. To this sum add the available portion of the $2,537 received by the City in February and arrive at a total figure which will represent the City's cash payment. The difference between this cash payment and $12,750, the agreed City share, would then be assigned to the Highway Commission from future State Tax

NOTED
JOHN W. CATTRALL

NOTED
Harold C. Ayers

Street Fund allocations.

If you will furnish this office with the above information as soon as it is available, the agreement will be drawn up and presented to the City Council for approval.

I might suggest that, if at all possible, the amount assigned for future payment be kept in the vicinity of $2,500 in order that full settlement could be made from the tax allocation due the City in 1950.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

Forrest Cooper
Engineer, County and City Relations

JFH:MM

OFFICE OF
MAYOR & RECORDER

NOTED
FORREST COOPER

CITY OF GOLD BEACH

HIGHWAY NO. 101

CURRY COUNTY, OREGON

March 7th, 1949

RECEIVED
MAR 8 1949
ENGINEER
COUNTY & CITY RELATIONS

Mr. Forrest Cooper, Engineer
State Highway Commission
Salem, Oregon

Dear Mr. Cooper:

Your letter of March 4th addressed to the Honorable Mayor has been handed to me for reply. I presume since writing the letter you have received the resolution, referred to in the last paragraph of your letter sent to us, in my letter of March 3rd.

Regarding the financing of the project, it is the agreement that we will assess the abuting property owners at the rate of $3.00 per front foot which according to your estimate of 1375 lineal feet in the project, should raise $8250.00. The City is to put up $4500.00 and we propose to use the State Tax Street Fund revenues for this. We have $2575.00 available from the revenues received the first part of February and we would need to pledge one more year on the balance. It would be a little better for the City if we could pay one half from the revenues on hand and pledge our revenues for the present year to pay the balance.

As soon as we get the necessary agreement from your Commission, we will go ahead without delay with the assessment on the property owners and we trust we can have the agreement from you as promptly as possible.

I will greatly appreciate it if you will address all correspondence regarding this project to me, as I am handling the matter for the City Council and we can avoid delay if you will do this.

Very truly yours,

CHY/bjb

C.H. Young, Councilman

RECEIVED
MAR 10 1949
STATE HIGHWAY COMMISSION

NOTED
JOHN W. CATTRALL

NOTED
Harold C. Ayers

GOLD BEACH

Scale: 1 in. = 1000 ft.

ROGUE RIVER

To Port Orford

Low Water Line

Lot 1

Lot 1

Lot 2

Lot 3

OCEAN

36

31

Dean Cr.

Lot 4

GUANELLA ST.

CASEY ST.

STRAHAN ST.

HARLOW ST.

FIRST ST.

SECOND ST.

THIRD ST.

FOURTH ST.

City Limits

Lot 5

T. 36 S.

T. 37 S.

Riley Cr.

Lot 2

Lot 1

HIGHWAY

Ordinary Low Water Line

PACIFIC

Lot 3

COAST

1

6

Lot 4

OREGON

To Brookings

Lot 5

R. 15 W.

R. 14 W.

Gold Beach
250
1949

NOTED
JOHN W. CATTRALL

Salem, Oregon
March 5, 1949

Mr. H. G. Smith
O F F I C E

At its last meeting the Highway Commission approved a project on several streets in Gold Beach. I am attaching a sheet showing rough details of the job as proposed, also preliminary estimate of cost.

This job is to be done in cooperation with the City of Gold Beach, their share to be $12,750 and the State's share $13,000.

Forrest Cooper
Engineer, County and City Relations

FC:MM
Encl.

March 4, 1949

NOTED
JOHN W. CATTRALL

Dr. W. A. Cartwright
Mayor, City of Gold Beach
Gold Beach, Oregon

Dear Sir:

At the last meeting of the Highway Commission, February 28, a project was approved for street work in Gold Beach.

Details of this job, including finances, were discussed with city councilmen some two weeks ago and, as I recall the matter, it was the intent of Gold Beach to partly finance the project by pledging part of their State Tax Street Fund revenues for the next year or two. As we are preparing the agreement forms to be signed by the City and Highway Commission, I would appreciate a letter stating the details of the financing of this project as it applies to Gold Beach. As soon as we receive this, the necessary agreements will be prepared and forwarded to the City for signature.

To date we have not received the signed copies of the resolution making application for aid under the $250,000 State Tax Street Fund. This form was left with Mr. C. H. Young at our last visit to Gold Beach. It would be appreciated if you would see that this matter is taken care of and a signed resolution forwarded to this office.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: Forrest Cooper
Engineer, County and City Relations

FC:RM

OFFICE OF
MAYOR & RECORDER

HIGHWAY NO. 101

Gold Beach
250 / 5 1949

CITY OF GOLD BEACH

CURRY COUNTY, OREGON

March 3, 1949

NOTED
FORREST COOPER

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. Forrest Cooper

Dear Mr. Cooper:

I am enclosing herewith the resolution passed by the City Council with reference to our oiling program. I trust you will find the resolution in proper shape.

I talked to "Uncle Ben" this morning and he informed me that the project has the approval of the commission and that we are all set to go. I believe he mentioned that Mr. Devers is preparing the necessary agreement to carry out the project. I certainly appreciate your good assistance in this matter and the cooperation we have received from you.

Very truly yours,

C. H. Young, Councilman

CHY/b jb
Enc

RECEIVED
MAR 7 1949
ENGINEER
COUNTY & CITY RELATIONS

NOTED

NOTED
FORREST COOPER

FORM E-20 10M 8-48 25400

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 2, 1949

SUBJECT:

To: Mr. Forrest Cooper

The Commission has approved the Gold Beach special State Tax Street Fund project, estimated to cost $25,750. This approval is based on the property owners and the city furnishing $12,750 of the estimated cost, with the state's share to be $13,000.

You will please secure the necessary Option for Cooperative Construction Project, and Mr. H. G. Smith will prepare the project for contracting.

W. C. Williams

WCW:ms

cc Mr. H. G. Smith

H. G. Smith

RECEIVED
MAR 3 1949
ENGINEER
COUNTY & CITY RELATIONS

NOTED
JOHN W. [illegible]

NOTED
Harold C. A[illegible]s

R E S O L U T I O N

3-28-49

WHEREAS, Section 2 of Chapter 425, Oregon Laws 1947, provides:

"Beginning with the year 1947 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, Chapter 413, Oregon Laws 1945; section 115-528, O.C.L.A., in the event it becomes law; section 29 of house bill No. 175 of the forty-fourth legislative assembly, and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act; but in no event shall payment under this act be made to cities for any year unless more than $11,000,000 is credited to such fund, and allocations hereunder shall be made to cities only from any excess over $11,000,000 credited to such fund in any year",

and

WHEREAS, Section 3 of said act provides that:

"Such appropriation shall be allocated to the cities as follows: The sum of $250,000 shall be withdrawn from such appropriation and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said $250,000 shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities",

and

WHEREAS, the City of GOLD BEACH is an incorporated city of the State of Oregon, and has a population of 569, as given by the latest official census, and

WHEREAS, the following streets of said city, _____

Moore, Gauntlett, Caughell and Colvin

_____

_____

_____

_____

_____,

are not a part or parts of the state highway system, but are streets of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy industrial traffic", and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement, and such city is without necessary funds with which to do said work,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit: _____

Moore, Gauntlett, Caughell, and Colvin

_____

_____

_____

_____

_____

_____,

are in need of repair, reconditioning and other major improvement.

2. That said streets are in their present state and condition of disrepair, by reason of a sudden increase in population in the area, or because of excessive and unusual industrial traffic, and the city is without the funds necessary to put said streets in proper condition for the traffic to which they are being subjected.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair and other improvement out of funds allocated and made available by and through

the said $250,000 appropriation of state highway revenues.

4. That the City of GOLD BEACH does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation.

Passed and approved this 28th day of February, 1949.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- - - - - - - - - -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of GOLD BEACH at a regular or special meeting of said council, held on the 28th day of February, 1949 and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 28th day of February, 1949

Bernard Justice
City Recorder

GOLD BEACH

Scale: 1 in. = 1000 ft.

ROGUE RIVER

Low Water Line

To Port Orford

Lot 1

Lot 1

Lot 2

Lot 3

OCEAN

Canyon

36

31

Dean Cr.

Lot 4

STRAHAN ST.

HARLOW ST.

FIRST ST.

SECOND ST.

THIRD ST.

FOURTH ST.

Lot 5

City Limits

T. 36 S.

T. 37 S.

Riley Cr.

Ordinary Low Water Line

Lot 2

Lot 1

HIGHWAY

Lot 3

COAST

PACIFIC

1

6

Lot 4

OREGON

To Brookings

Lot 5

R. 15 W.

R. 14 W.

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
A. W. SCHAUPP, MEMBER
KLAMATH FALLS
BEN. R. CHANDLER, MEMBER
COOS BAY

NOTED
FORREST COOPER

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY COMMISSION
SALEM

February 24, 1949

IN REPLY PLEASE
REFER TO FILE

RECEIVED
FEB 24 1949
ENGINEER
COUNTY & CITY RELATIONS

Oregon State Highway Commission

Gentlemen:

At the last Commission meeting, you approved certain projects to be financed from 1949 special State Tax Street Funds. Over and beyond the projects you approved, there was a balance of approximately $57,000 available for additional projects.

It now seems advisable to include a project in the city of Gold Beach, which project involves the surfacing of five city blocks, as indicated by the attached map and project description. These streets are subjected to considerable truck traffic and qualify for improvement from the street funds.

The estimated cost of the project is $25,750, of which amount property owners will put up $8,250 and the City of Gold Beach $4,500, making a total of $12,750 cooperative funds, leaving a total of $13,000 to be financed from State Tax Street Funds.

I recommend approval of the project. If you approve the project, I will have the necessary Option for Cooperative Construction Project prepared and executed by the City of Gold Beach, so that it may be finally approved by you at a future meeting.

This matter will be on the agenda of the February 28-March 1 meeting.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc: W. C. Williams
Forrest Cooper

NOTED
Harold C. Ayers

NOTED
JOHN W. CATTRALL

Hall Board
350
1949

NOTED
FORREST COOPER

February 23, 1949
Salem, Oregon

Mr. W. C. Williams
O F F I C E

In accordance with your instructions I have made an investigation and estimate of the cost of grading, draining, surfacing and oiling the following streets in Gold Beach:

Moore Street from Oregon Coast Highway to Colvin Street

Colvin Street from Moore to Caughell Street

Gaumlett Street from Colvin Street to Oregon Coast Highway

Caughell Street from Colvin Street to Oregon Coast Highway

For your information I am attaching a copy of the estimate, a map showing the location and a sheet giving rough details and descriptions of the job. I assume that you will wish to present this to the Commission for consideration at their next meeting.

Forrest Cooper
Engineer, County and City Relations

FC:MH
Encl.

F-180(23) Elk Cr. Br. & Sunset Blvd. 1949
Grade Separation

#3214

RECEIVED
1 - 1951
FOR FILING

7-180(23)
3214

Mrs Lewis

Salem, Oregon
March 1, 1951

Mr. M. H. Hawks
Auditor

Dear Mr. Hawks:

Attached is a copy of a letter from Mr. J. M. Devers concerning release of contract monies on Lindstrom Brothers' Contract No. 3214. Funds earned under the contract may be released as per Mr. Devers' advice.

Very truly yours

Secretary

FAQ:md

Attach.

NOTED ON CARD
3-1-51 JC

FORM E-20 25M 6-50 42268

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 28, 1951

SUBJECT:

To: Mr. H. B. Glaisyer

I have been requested to advise the Commission with respect to a claim in the sum of $2170.58 filed against Lindstrom Bros., Inc. by Cecil C. Wright, attorney for the claimant, Elmer Olson. It appears that this claim is predicated upon damage done to the Olson truck while it was being operated on the Lindstrom Bros. job. Based upon information given me with respect to the circumstances attending this matter it is my opinion that the Commission is without authority to withhold moneys earned on the job by Lindstrom Bros. and retain such funds in response to the notice of Mr. Olson with respect to said claim.

I therefore advise that moneys earned already be released and paid to Lindstrom Bros. pursuant to the provisions of the contract between the State and Lindstrom Bros., which contract I believe is identified as contract # 3214.

J. M. DEVERS

JMD:jk
cc :Milo S. Bowers
American Ass. Ins. Com.
Yeon Bldg., Portland, Ore.
Lindstrom Bros., Inc.
7335 N.E. Broadway St.
Portland, Ore.

3-1-51

RECEIVED
2 - 1951
FOR FILING

7-180(23)

3214 (CONTRACT NO.)

OREGON STATE HIGHWAY COMMISSION
(date)
Jan. 9, 1951

(VOUCHER NO.)	(EST. NO.)	(CONTRACTOR)		
3214	11-final	Lindstrom Bros. Inc.		
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)	
2190½	680½	$ 3,803.19	1/9/51	

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: Sep. 30, 1950

Time Extensions: Extended to Nov. 10, 1950 without penalty

Completion Date: Nov. 10, 1950.

Date Accepted: Dec. 19, 1950 ✓

Penalties: None of record ✓

Claims: Elmer Olson filed claim for damages to his truck in the amount of $2,170.58.

Remarks:

Funds earned on this job are to be released by order of Mr. Devers in his letter of February 28, 1951.

we have no correspondence above mentioned. claim and it is this date released under my signature below Wick 3-2-51

Date: 3-1-51

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Rec'd above correspondence later with

Warrant Mailed: MAR 2 1951
A. A. Wichlander

NOTED ON CARD
3-2-51, JC

RECEIVED
JAN 8 - 1951
FOR FILING

7-180 (23)
3214

January 2, 1951

Lindstrom Bros., Inc.
7335 N. E. Broadway St.
Portland, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on December 19, 1950, had under discussion your request for an extension of time of ten days, from November 1 to November 10, 1950, within which to complete your contract No. 3214 for construction of the Elk Creek Bridge and Sunset Boulevard Grade Separation on the Oregon Coast Highway in Clatsop County.

I am pleased to inform you that the Highway Commission granted your request without penalty. However, I was instructed to inform you that the Commission, in arriving at its decision, considered but did not necessarily adopt either the recommendation of the engineer or the reasons given by you for failure to complete the project within the specified time.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: F. D. Eason,
Division Engineer

George Danforth,
Resident Engineer

O. S. Pearson

NOTED ON CAL...
1-2-51 JF

RECEIVED
DEC 21 1950
FOR FILING

7-180 (23
3214

December 18, 1950

Continental Casualty Company
C. A. Tennessens & Sons, Agent
614 Wilcox Building
Portland 4, Oregon

Gentlemen:

We have received a letter from Cecil C. Wright, attorney, 615 Broadway, Seaside, Oregon, advising that Mr. Elmer Olsen has a claim against Lindstrom Brothers in the sum of $2,170.58. From the description provided us, it appears that this claim is in connection with State Highway Contract No. 3214 awarded to Lindstrom Brothers, Inc., for construction of bridge and grade separation structures on the Elk Creek and Sunset Boulevard Section of the Oregon Coast Highway in Clatsop County. The claim as submitted by Mr. Wright for Mr. Olsen, states that negligence of Lindstrom Brothers in constructing a ramp for the purpose of holding the cement truck caused damage to the truck in the sum of $1,029.08 plus $41.50 for loss of 2 1/2 yards of cement plus $1,100 for loss of eleven days' time while the truck was laid up. It is claimed that the damage occurred on July 10, 1950.

This information is provided as the Continental Casualty Company appears as surety on the bond furnished with Contract 3214.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

FAQ:md

Secretary

cc - Mr. Warner M. Bruce
1411 Fourth Avenue Building
Seattle, Washington

C. A. Tennessens & Sons
614 Wilcox Building
Portland 4, Oregon

Lindstrom Bros., Inc.
7335 N. E. Broadway Street
Portland, Oregon

NOTED ON CARD
12-18-50 gf

File 3214 Mrs Lewis

December 18, 1950

Mr. Cecil C. Wright
615 Broadway
Seaside, Oregon

Dear Mr. Wright:

From the information furnished in your letter of December 15 concerning the claim of Elmer Olson against Lindstrom Brothers, it appears that this claim may be in connection with State Highway Contract No. 3214 for construction of a bridge and grade separation on the Elk Creek and Sunset Boulevard Section of the Oregon Coast Highway in Clatsop County. This contract was completed on November 10, 1950, but it has not been accepted to date; and consequently, final payment has not yet been made.

The Continental Casualty Company furnished the performance bond with the above contract and their agent in this instance is C. A. Tomassens and Sons, 614 Wilcox Building, Portland 4.

This claim will be noted in our records and we will advise the surety of its receipt.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

NOTED ON CARD
12-18-50 gl

CECIL C. WRIGHT
ATTORNEYS AT LAW
618 BROADWAY
Seaside, Oregon

TELEPHONE 360

December 15, 1950

3214

Oregon State Highway Commission
Salem, Oregon

Re: Elmer Olson

Gentlemen:

Relative to the claim of Elmer Olson, I wish to advise that the location of the claim was in the town of Cannon Beach.

I do not know the name of the job, but can tell you that Lindstrom Brothers were performing work on the new highway running through Cannon Beach. This claim arose, I believe, on the 10th day of July, 1950.

Mr. Olson is a cement contractor and was dumping cement at the time the incident occurred, which gave rise to his damages.

Very truly yours,

Cecil C. Wright

Cecil C. Wright

CCW:dn

RECEIVED
DEC 18 1950
OREGON
STATE HIGHWAY COMMISSION

December 14, 1950

Mr. Cecil C. Wright
619 Broadway
Seaside, Oregon

Dear Mr. Wright:

Your letter of December 5 addressed to the Secretary of State concerning the claim of Mr. Elmer Olsen against Lindstrom Brothers in the sum of $2,170.58 has been referred to this office.

Lindstrom Brothers hold several state highway contracts and they also perform work for various cities, counties and other agencies. In order that we can determine if the claim applies to a state highway contract, could you kindly provide us with information as to location of the claim, when it occurred and if possible, the name of the job on which the damages occurred. With such information at hand, we can then most likely determine if the claim applies to a state highway contract and to the particular contract involved.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

cc - C. W. Enfield

NOTED ON CARD
12-14-50, JC

FORM E-50 25M 8-50 42260

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 12, 1950

SUBJECT:

To: Mr. H. B. Glaisyer
Secretary
O f f i c e

Dear Mr. Glaisyer:

Enclosed herewith is a copy of a letter from Mr. Earl T. Newbry, Secretary of State, addressed to Mr. Cecil C. Wright, attorney at Law, Seaside, Oregon, together with a notice of claim of Elmer Olson against Lindstrom Brothers with respect to a contract Lindstrom Brothers have with the State Highway Commission.

This office has not acknowledged receipt of this letter and it is being given to you for the usual handling by your office.

Yours very truly,

J. M. DEVERS

By C. W. Enfield
C. W. ENFIELD
Assistant Counsel

CWE:avh
Encl.

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
DEC 8 - 1950

December 7, 1950

Mr. Cecil C. Wright
615 Broadway
Seaside, Oregon

Dear Sir:

Your letter dated December 5 is being referred to Mr. J. M. Devers, Attorney for the State Highway Department, as the matter referred to in your letter does not come under the jurisdiction of this office.

Whenever this department can be of service to you, please feel free to call upon us.

Very truly yours,

Secretary of State

COPY

E:ZF
cc: J. M. Devers
State Highway Department
Office Building
Salem, Oregon

CECIL C. WRIGHT
ATTORNEYS AT LAW
615 BROADWAY
Seaside, Oregon

TELEPHONE 380

December 5, 1950

Earl T. Newbry
Secretary of State
Salem, Oregon

Dear Sir:

Notice is hereby given that the undersigned has a claim for damages to his truck in the sum of $2,170.58, against the bonding company underwriting the contract of Lindstrom Brothers, by reason of the negligence of the Lindstrom Brothers in constructing a ramp for the purpose of holding the cement truck of the undersigned and by reason of such negligence caused damages to the truck in the following particulars:

Damage to truck	$ 1,029.08
2½ yards of cement	41.50
Loss of 11 days while truck was laid up $100.00 per day	1,100.00
Total Damages	$ 2,170.58

Yours very truly,

Elmer Olson
Elmer Olson

RECEIVED
DEC 11 1950
FOR FILING

7-180 (23)

3214

December 8, 1950

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

Please be advised that State Highway Contract No. 3214, covering bridge construction and grade separation on the Elk Creek and Sunset Boulevard Section of the Oregon Coast Highway in Clatsop County, has been completed by the contractor, Lindstrom Bros., Inc., and that final payment in the amount of $3,803.19 will be made after acceptance by the Commission.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

For your information we wish to advise that the total contract amount is $62,941.08, and that no force account work was performed on the project. This contract was completed November 10, 1950 but has not as yet been accepted by the Commission.

We are sending you this notice as your Company is surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

cc: C. A. Tomassene & Sons
614 Wilcox Bldg.
Portland 4, Oregon

NOTED ON CARD

12-8-50

RECEIVED
DEC 12 1950
FOR FILING

7-180(22)
3214

December 8, 1950

Request for Extension of Time
No. 5
December 19 and 20 Meeting

State Highway Commission

Gentlemen:

Re: Elk Creek Bridge and Culvert Replacement
Grade Separation in Clatsop County.
Contract No. 3214.
Lindstrom Bros., Contractor

Herewith a copy of the contractor's request for a second extension in the amount of 10 days, from December 1 to December 10, 1950, for the completion of the work on the Elk Creek Bridge and Culvert Replacement Grade Separation.

All work on this structure, other than a very small amount of concrete finish, was completed prior to the expiration of the first extension. Weather conditions were such that the concrete finish work could not be carried on. In view of this we are recommending that the second extension in the amount of 10 days be granted without penalty to the contractor. The concurrence of the Bureau of Public Roads is attached hereto.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Wolfer
Assistant State Highway Engineer

Attached

WWP:gm

RECEIVED
NOV 2 - 1950
FOR FILING

7-180(23)
3214

November 1, 1950

Lindstrom Bros., Inc.
7335 N. E. Broadway St.
Portland, Oregon

Gentlemen:

The State Highway Commission, at its meeting on October 26, 1950, had under discussion your request for an extension of time of 31 days, from September 30 to October 31, 1950, within which to complete your contract No. 321k covering the Elk Creek and Sunset Blvd. Section of the Oregon Coast Highway in Clatsop County.

I am pleased to inform you that the Highway Commission granted your request without penalty. However, I was instructed to inform you that the Commission, in arriving at its decision, considered but did not necessarily adopt either the recommendation of the engineer or the reasons given by you for failure to complete the project within the specified time.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: F. D. Eason,
Division Engineer

George Danforth,
Resident Engineer

G. S. Pearson,
Attn.: W. A. Reeves

NOTED ON CARD

RECEIVED
OCT 23 1950
FOR FILING

7-180 (23)

3214.

October 20, 1950

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

The State Highway Commission is prepared to make semi-final payment to Lindstrom Bros.,Inc. on contract No. 3214, for work on the Elk Creek and Sunset Boulevard Section of the Oregon Coast Highway in Clatsop County. This payment, in the amount of $5,547.07, will be made on or after October 30, 1950. The retained percentage is $1,829.01.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: C. A. Tennessens & Sons
614 Wilcox Bldg.
Portland 4, Oregon

NOTED ON CARD

10-20-50 gl

RECEIVED
OCT 9 1950
FOR FILING

F-180(23)

3214

October 6, 1950

Request for Extension of Time
No. 1
November 9 and 10 Meeting

State Highway Commission

Gentlemen:

Re: Elk Creek Bridge and Sunset Boulevard
Contract No. 3214
Linderman Bros., Inc., Contractors

Herewith a request for time extension in the amount of 31 days, from September 30 to October 31, 1950 in order to complete the Elk Creek Bridge and Sunset Boulevard Grade Separation on the Oregon Coast Highway in Clatsop County.

Although the Sunset Boulevard and Elk Creek structures were substantially completed by the contract completion date of September 30, 1950, it will take approximately another month to clean up both sites. The unusually severe winter experienced last winter accounts for the delay.

We recommend that the extension be granted without penalty to the contractor. The concurrence of the Bureau of Public Roads is attached hereto.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attached

GSP:gm

RECEIVED
OCT 26 1949
FOR FILING

7-18-0 (23)
3214

October 25, 1949

Lindstrom Bros., Inc.,
7335 N. E. Broadway Street,
Portland, Oregon

Gentlemen:

We are sending you herewith a fully executed copy of Contract No. 3214, which was awarded to you on September 19, 1949, by the State Highway Commission, covering Elk Creek Bridge and Sunset Boulevard Grade Separation on the Oregon Coast Highway in Clatsop County.

This copy is for your records and files. An executed copy of the contract is also being sent to the surety on your bond.

Respectfully yours,

Secretary,
OREGON STATE HIGHWAY COMMISSION

fm

Enc.

Recorded 12/25, gl

RECEIVED
SEP 26 1949
FOR FILING

7180 (23)

September 23, 1949

Lindstrom Brothers
7335 N. E. Broadway
Portland 16, Oregon

Gentlemen:

The State Highway Commission on September 19, 1949, awarded you the contract for the Elk Creek Bridge and Sunset Blvd. Grade Separation in Clatsop County. This award was based on your low bid of $63,685.00, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ts

cc - S. H. Probert
G. S. Paterson

RECEIVED
SEP 28 1949
FOR FILING

F-180(23)
OREGON DISTRICT

BUREAU OF PUBLIC ROADS
DEPARTMENT OF COMMERCE
PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

September 19, 1949

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

This is to confirm our verbal concurrence as of this date in award of contract on Oregon Project No. F-180(23), Elk Creek Bridge and Sunset Boulevard Grade Separation on the Oregon Coast Highway to Lindstrom Brothers, who submitted the low bid.

Very truly yours,

T. M. DAVIS
District Engineer

15-1602 Medford Traffic Signals 1949

F 213

RECEIVED
JUN 8 1950
FOR FILING

15-1602
32-15

June 7, 1950

Trowbridge & Flynn Electric Co.
214 West Main St.
Medford, Oregon

Gentlemen:

The State Highway Commission, at its meeting on May 26, 1950, had under discussion your request for an extension of time of 21 days, from March 31 to April 21, 1950, within which to complete your contract No. 3215 for constructing traffic signals in Medford, Jackson County.

I am pleased to inform you that the Highway Commission granted your request without penalty. However, I was instructed to inform you that the Commission, in arriving at its decision, considered but did not necessarily adopt either the recommendation of the Engineer or the reasons given by you for failure to complete the project within the specified time.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: E. D. Lytle,
Division Engineer

W. B. Merrill,
Resident Agent

W. A. Reeves

NOTED ON CARD
6-7-50 gl

RECEIVED
JUN 2 1950
FOR FILING

15-1602

OREGON STATE HIGHWAY COMMISSION

May 24, 1950
(Date)

3215 (Contract No.) 3-final (Est. No.) Trumbridge & Flynn Elec. Co. (Contractor)

Voue No:	Warrant No:	Amt: $	Date:
7688	374951	424.18	May 23, 1950

[redacted]

Mr. H. B. Glaisyer:

The warrant listed aoove is in payment of the final estimate of the above described contract. This warrant will be held in the Accounting Division until advised by you that release is authorized.

Specified date of completion:

Completed:

ACCOUNTING DIVISION

Contract Accepted:

Time Extensions:

Penalties:

Claims:

Remarks:

Date:

Accounting Division:

Release of the above warrant is hereby authorized:

H. B. Glaisyer

Warrant Mailed: JUN 1950

NOTED ON CARD
6-1-50 gl

OREGON STATE HIGHWAY COMMISSION

May 24, 1950
(Date)

3215 (Contract No.)	3-final (Est. No.)	Trowbridge & Flynn Elec. Co. (Contractor)	
Vou. No:	Warrant No:	Amt: $	Date:
7688	374951	424.18	May 23, 1950

~~Retain~~

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. This warrant will be held in the Accounting Division until advised by you that release is authorized.

Specified date of completion: March 31, 1950

ACCOUNTING DIVISION

Completed: April 21, 1950

Contract Accepted: May 26, 1950

Time Extensions: Extended to April , 1950 without penalty

Penalties: None of Record

Claims: None of Record

Remarks:

Date: 5-31-50

Accounting Division:

Release of the above warrant is hereby authorized:

H. B. Glaisyer

Warrant Mailed:

RECEIVED
MAY 16 1950
FOR FILING

15-1602

3215-

May 15, 1950

Request for Extension of Time
No. 3
May 25 and 26 Hedding

State Highway Commission

Gentlemen:

Re: Bedford Traffic Signals
Trowbridge & Flynn Electric
Company, Contractors
Contract No. 3215

Herewith copy of contractor's request for an extension of time from March 31 to April 15, 1950, in which to complete the work on the Bedford Traffic Signals. This is an extension of 15 days and was necessary because of shipment of unacceptable material from the manufacturers, the replacement of which delayed the completion. No additional engineering expense has been incurred, and it is recommended that the extension be granted without penalty to the contractor.

This is a State Project and the concurrence of the Bureau of Public Roads is not required.

Very truly yours,

R. E. Goldman
State Highway Engineer

Attached

GGP:gm
cc C. E. Pearson

15 - 1602

3215

RECEIVED
MAY 3 - 1950
FOR FILING

May 3, 1950

United Pacific Insurance Co.
Fidelity and Surety Department
Seattle 14, Wash.

Gentlemen:

Please be advised that State Highway Contract No. 3215, covering installation of traffic signals at Medford in Jackson County, has been completed by the contractor, Trowbridge & Flynn Electric Co., and that final payment in the amount of $424.18 will be made after acceptance by the Commission.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $4,465.00, and that no force account work was performed on the project. This contract was completed April 21, 1950 but has not as yet been accepted by the Commission.

We are sending you this notice as you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

pl

cc: United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

Medford Investment Co.

NOTED ON CARD
5-3-50 gp

Form E-1—SM—7-49

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending March 4, 19 50

Section Medford Traffic Signals — Kind of work Traffic Signal Installation

Highway Pacific — Section prefix 15-1602

Contractor Trowbridge and Flynn Electric Co. — Contract number 3215

Date of contract Sept. 19, 1949 — Date of completion March 31, 1950

Date work started Dec. 28, 1949 — Estimated date of completion " 31, 1950

Amount of contract . . . . . $ 4,465.00 — Per cent of time elapsed 86.0 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 4,643.60

Per cent of contract completed, based on total contract price . . . . . 80 %

Engineering cost to date $ 55, 1.2 % — Date project was completed ..., 19...

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The vehicular signals at Riverside and Jackson St. and at Central and Jackson St. have been installed and are in operation.

The manufacturer shipped the wrong type of brackets for mounting pedestrian signals, so there will be a delay of a week or two before installation of Wait-Walk signals.

NOTED

E. M. BOOTH

Signed MB Merrill Res. Engr.

Address Medford, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheep-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
MAR 6 - 1950
OFFICE OF
CONSTRUCTION ENGINEER

State Printing D...

RECEIVED
OCT 11 1940
FOR FILING

15 - 1602
3215

October 10, 1940

Trowbridge & Flynn Electric Co.
214 West Main St.
Medford, Oregon

Gentlemen:

We enclose herewith, for your records and files two fully executed copies of contracts which were awarded to you by the State Highway Commission, as follows:

Contract No. 3215, covering Medford Traffic Signals in Jackson County, awarded September 19, 1940.

Contract No. 3226, covering Roseburg Traffic Signals in Douglas County, awarded September 20, 1940.

Executed copies of the above contracts are also being sent to the surety on your bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls. 2

Recorded 11/10-58

RECEIVED
SEP 26 1949
FOR FILING

15-1602
3215

September 23, 1949

Ironbridge & Flynn Electric Co.
214 West Main Street
Medford, Oregon

Gentlemen:

The State Highway Commission on September 19, 1949, awarded you the contract for traffic signals in the City of Medford, Jackson County. This award was based on your low bid of $4,465.00, submitted on this date.

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

bc

cc - S. H. Probert
G. S. Paulson

RECEIVED
SEP 20 1949
FOR FILING

15-1602

3215

Medford

September 19, 1949

Mr. E. D. Beckam
Ass't. Supt. City Schools
School District No. 49
Medford Public Schools
Medford, Oregon

Dear Sir:

The traffic signals to which you refer in your letter of September 17 are advertised for bids, and if suitable bids are received the contract will be let this week.

We can give you no definite information as to when the materials might be secured and installation made.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: L. H. Warfield
Staff Engineer

LHW:rb
cc

BOARD OF DIRECTORS
EUGENE THORNDIKE
OTTO J. FROHNMAYER
JOHN MOFFAT
E. RONALD ROE
MRS. EVELYN RYE

Medford Public Schools

SCHOOL DISTRICT NO. 49
MEDFORD, OREGON

E. H. REDRICK
SUPERINTENDENT
E. D. BECKEN
ASSISTANT SUPERINTENDENT
MRS. JOHN JENSEN
SECRETARY-CLERK

State Highway Commission
Salem, Oregon

Gentlemen:

Information has been brought to our attention that the State of Oregon plans to erect traffic signal control lights at the intersections of North Riverside and Jackson Streets, and North Central and Jackson Streets.

These two intersections with the through traffic on Riverside and Central streets provide a distinct hazard to the movement of our school children to and from the elementary schools in those vicinities.

School District #49, Medford, Oregon would appreciate very much any possible expediting of the installation of these traffic control lights.

Thanking you very much for your cooperation in this matter, I am

Sincerely yours,

E. D. Becken

E. D. Becken
Ass't. Supt. City Schools

September 17, 1949
EDB:ld

cc: Hon. Diamond L. Flynn
Mayor of Medford

RECEIVED

RECEIVED
SEP 12 1949
FOR FILING

15-1602
3215
Medford

September 9, 1949

Mr. J.R. Woodford
City Recorder
City Hall
Medford, Oregon

Dear Sir:

Enclosed herewith, for the City's records and files is a fully executed copy of an agreement between the State of Oregon, by and through its State Highway Commission and the City of Medford providing for the installation of traffic lights at the intersection of Central Avenue and Jackson Boulevard and at the intersection of Riverside Avenue and Jackson Boulevard.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rm

RECEIVED
SEP 12 1949
FOR FILING

15-16-02
3215

September 9, 1949

Mr. Vernon Thorpe
City Superintendent
Medford, Oregon

Dear Sir:

We are enclosing herewith, a copy of an agreement between the State of Oregon, by and through its State Highway Commission, and the City of Medford providing for the installation of traffic lights at the intersection of Central Avenue and Jackson Boulevard and at the intersection of Riverside Avenue and Jackson Boulevard.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

FH

RECEIVED
SEP 12 1949
FOR FILING

15-1602

3215-

feb

August 29, 1949

Memorandum to the Commission

Attached for your approval is the original and duplicate copy of an agreement with the City of Medford providing for the installation of traffic lights at the intersection of Central Avenue and Jackson Boulevard and at the intersection of Riverside Avenue and Jackson Boulevard.

This agreement was approved in principle by the Commission at its meeting on June 28, 1949, under Item 4-a on the agenda. The agreement has been signed by the Medford City officials and approved by W. C. Williams, Assistant State Highway Engineer, and by J. M. Devers, Chief Counsel.

Secretary

HMG-VAQ:cc
Attchs.

cc - Mr. Floyd Query

Followup filed 9-4-49

RECEIVED
AUG 11 1949
FOR FILING

1 15-1602

3213

Medford

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 9, 1949

To: Mr. John W. Cattrall
County & City Relations

SUBJECT: State-City Agreement for Traffic Signal Installation - Jackson Blvd. at Riverside and Central Avenues US99 - Medford

NOTED
W. C. WILLIAMS

Attached hereto are six copies of a State-City agreement covering the installation of fixed time traffic signals at the intersections of Jackson Boulevard with Riverside and Central Avenues on the one-way street section of US99 in Medford. Will you please obtain execution of these agreements.

There are no special items in these agreements other than that the City shall submit its check for $3,000. when returning the executed agreements in conformance with our standard policy.

It would be appreciated if you would also care for the obtaining of the signatures of the State Highway Commission and all other incidental processings of the agreements. This office would appreciate your informing us at such time as the City has signed the agreements. We would appreciate also receiving a copy of the executed agreement for our files.

F. B. Crandall
Traffic Engineer

Attachment

cc: W. C. Williams
W. A. Reeves

VJ/jlt

RECEIVED
JUL 22 1949
FOR FILING

15-1602

3215-

medford

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 19, 1949

SUBJECT: Request for Preparation of State-City Agreement, Traffic Signal Installation - US99 - Medford

To: Mr. J. M. Devers

In accord with action taken at the June Commission meeting and subsequent contact with city officials, we are desirous of having the State-City agreement for the installation of the traffic signals in Medford processed so that we may have it executed and the signal installation ready for contract letting at the September Commission meeting. The following points should be included in the Agreement:

1. The intersections involved are Central Avenue (Road No. 1, Pacific Highway, US99) and Jackson Boulevard, and Riverside Avenue (Road No. 1, Pacific Highway, US99) and Jackson Boulevard in the City of Medford.

2. The estimated cost of the installations is $6,000.

3. The cost of the installation shall be shared equally between the State and the City.

4. The State shall install the signals or cause same to be installed.

5. The City shall agree to maintain and operate the system thereafter provided that no change in the timing program shall be made without prior approval of the State.

6. The City shall submit their check for one half of the estimated cost of the installation ($3,000) when returning the signed agreements.

As the plans are in the process of preparation it will not be possible to enter them as exhibit material in the agreement. They will ultimately be checked and approved by the City before letting the contract.

At such time as you have completed preparation of these agreements, if you would return them to this office we will care for their execution by the City and subsequent transmittal to Mr. Williams.

JAE/mah

F. E. Grandall
Traffic Engineer

cc - W. C. Williams
J. W. Cattrall
W. A. Reeves
Val Johnson

RECEIVED
JUL 27
FOR FILING

15-1602

3245

Medford

Salem, Oregon
June 30, 1949

COPY

Mr. F. B. Grendall

The following action was taken by the Highway Commission at its last meeting, in so far as the Traffic Engineer's Department is concerned:

1. Approved construction of a sidewalk in the vicinity of Lincoln School on 7th South of Corvallis, at an estimated cost of $2,600.

2. Approved widening of the Coast Highway at its intersection with South End Road north of Ocean Lake, at an estimated cost of $5,000.

3. Approved the request of the Medford City Council for signal installation at intersections of:

1. Jackson Boulevard and Central Avenue (US99).
2. Jackson Boulevard and Riverside (US99).

The estimated cost of this installation is $6,000, of which amount the city is to pay 50% and maintain and furnish electrical energy after the installation.

4. Approved installation of a flashing beacon in Elgin at the intersection of the Wallowa Lake Highway and the Weston-Elgin Secondary Highway, at an estimated cost of $300, the state to pay the cost of installation but the city to furnish electrical energy.

5. Denied a request of the Superintendent of Schools, Ashland, for a signal light at Ballview School.

6. Approved installation of a traffic signal at the intersection of Main Street with the Pacific Highway in Cottage Grove at an estimated cost of $3,300, the cost to be shared equally by the state and city, but the city to maintain and furnish electrical energy.

Denied a request for signal installation at the intersection of 6th Street with the Pacific Highway in Cottage Grove.

7. Approved installation of a flashing beacon at the intersection of US30 with the entrance road to the Umatilla Ordnance Depot. The estimated cost is $300, all to be borne by the state.

8. Approved installation of traffic signal with luminaire units at the intersection of the Tualatin Valley Highway with Multnomah Club Road at West Slope, the estimated cost of which is $6,500--state to carry all.

9. Denied installation of stop and go lights at the intersection of South 6th and Cattle Streets in southeast Klamath Falls. This is in the vicinity of the fire station.

The Commission approved that parallel parking only be permitted between Mile Points 1.61 and 3.54.

The Commission concurred in prohibition of all parking on the south side of 6th Street for a distance of 75 feet, both easterly and westerly from the property lines of Cattle Street.

10. Approved traffic control light survey of the downtown business district of Astoria, estimated to cost $2,000, providing the city will pay 50% of the cost of such survey. This request came from the City Council of Astoria and the Astoria Central Labor Council. You will please contact the City of Astoria and determine if they are willing to pay half the costs.

11. Approved painting of two pedestrian lanes across Swift Secondary Highway in the vicinity of the Swift & Company's Plant and the livestock pavilion and erection of advance signs reading "Crosswalk Ahead - Stop if Occupied."

12. Approved installation of traffic signal with luminaire unit at the intersection of Garden Road with the Pacific Highway north of Roseburg, at an estimated cost of $5,300, all to be carried by the state.

13. Approved expenditure of $6,600 for the purchase of 10 automatic traffic counters.

14. Authorized J. A. Head to attend Conference of the Western Section of the Institute of Traffic Engineers in Seattle July 13 to 15, at an estimated cost of $45.

15. Adopted resolution designating "no parking" area on the north side of Edgewater Street, West Salem, between the Willamette River Bridge and Clark Street.

16. Authorized the Traffic Engineer to make a survey to determine need, if any, of traffic signals at the intersection of N. E. 82nd Avenue with Prescott Street in northeast Portland.

WCW:ms

W. C. Williams

RECEIVED
JUN 13 1949
FOR FILING
15-16021
3213

June 10, 1949

Oregon State Highway Commission

Gentlemen:

The Medford City Council, through Mr. Vernon Thorpe, City Manager, under date of March 16 last, requested a further traffic survey in Medford looking to the justification and possible installation of additional traffic signals. The City specifically requested signalization at the following intersections:

1. Jackson Blvd. and Central Avenue (US99).
2. Jackson Blvd. and Riverside (US99).
3. Almond Street and Central Avenue (US99).
4. Hainsbrook Road - Riverside Avenue (US99) and Court St. (US99).

On the basis of investigation made, and from the standpoint of intersectional warrant and priority as between the many intersections within the city, the first two mentioned intersections; namely, Jackson Boulevard and Central (US99), and Jackson Boulevard and Riverside (US99), appear in need of treatment. At both of these two intersections the average hourly volume entering each of the two intersections runs to 650 vehicles per hour with 35% of such volume entering from the minor street. During the three-year period, 1946-1948, inclusive, there were 17 reported accidents at the Jackson and Central intersection and 13 at Jackson and Riverside. The foregoing values are somewhat in excess of those prescribed by the AASHO as regards warrant for signalization.

The total cost of the two installations is estimated at $6,000. If approved, the installation would be made under the usual 50-50 basis, making the State's share $3,000, with the City committed to maintain and furnish electrical energy and stand 100% of the cost incident thereto.

It is recommended that signals be installed at the intersections of Jackson Boulevard and Central (US99) and Jackson Boulevard and Riverside (US99). The required funds are now in the budget.

This matter is being placed on the agenda for the next meeting of the Commission.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc: F. B. Crandall
W. C. Williams
FBC:RHB:er

RECEIVED
JUN 20 1949
FOR FILING

15-1602

32/15

June 10, 1949

Mr. Vernon Thorpe
City Manager
City of Medford
Medford, Oregon

NOTED
W. C. WILLIAMS

Dear Mr. Thorpe:

Following through on your letter of March 18, addressed to Mr. F. B. Crandall, and verbal discussions had with other representatives of our department, a survey has been made to determine the warrant for additional signal installations in Medford. In the course of the over-all survey made, detailed information was obtained with respect to the following listed intersections:

1. Jackson Boulevard and Central Avenue (US99).
2. Jackson Boulevard and Riverside Avenue (US99).
3. Edwards Street and Central Avenue (US99).
4. McAndrews Road - Riverside Avenue (US99) and Court Street (US99).

Considering the traffic volume and accident warrant with respect to each of the above intersections, as well as relative need as between intersections throughout the city, the first two intersections listed, Jackson and Central (US99) and Jackson and Riverside (US99) appear to be the only two wherein signal treatment can be recommended at this time. The total cost of installation at the two locations and on a contract basis is estimated at $6,000.

Our engineering report and recommendation is being presented to the Commission for consideration at the next meeting, scheduled June 27-28 next. If the Commission sees fit to approve the installation, it will no doubt be on the basis of the usual state-city cooperative arrangement wherein installation costs would be shared equally by the two parties, with the City committed to maintain and furnish electrical energy and stand 100% of the cost incident thereto.

In your letter of March 18, you make inquiry with regard to prior signal installations wherein the State shared 50% of the cost up to a maximum of $6,000 and the probability that this prior job will underrun preliminary estimate and, in such case, the possibility of applying any left-over

monies to the new installations presently being considered. Such procedure is definitely not recommended, from the standpoint of our department at least, in that we would wish to consider each project as a separate unit of work.

You will be kept informed with regard to Commission action on the proposed additional installations.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:cw

cc: F. E. Crandall

FORM E-90 25M 1-49 20023

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

June 7, 1949

SUBJECT: Request Traffic Signal Installation
US99 - Medford

To: W. C. Williams

I am attaching copy of a letter from Vernon Thorpe, City Manager of Medford, dated March 18 last requesting survey looking to possible signal installations. Although Mr. Thorpe's letter mentions only the two intersections, namely, Jackson and Riverside (US99) and Jackson and Central (US99), he subsequently and in the course of verbal discussion had asked for signal consideration at two additional intersections, Edwards and Central (US99) and McAndrews Road, Riverside (US99) and Court (US99). Investigation has been made with respect to the several intersections in question as well as giving due consideration to other potential locations in order that we may maintain a priority basis, so to speak, within the city. Detailed report of this investigation is submitted herewith.

On the basis of investigation made, it is recommended that fixed time signals be installed at the two intersections, Jackson and Central (US99) and Jackson and Riverside (US99). The total cost of signalization of the two intersections and on a contract basis is estimated at $6000. Signalization at the sundry other intersections considered is not recommended, at this time at least. Presuming your concurrence in this recommendation I have prepared suggested draft to the Commission.

If recommendation is approved it will be on a usual 50-50 State-City cooperative basis making the state's share $3000. As regards monies and with reference to the last paragraph of Mr. Thorpe's letter of March 18, I do not believe we would wish to complicate matters by carrying any left over monies from previous signal job into this new unit of work.

Mr. Thorpe indicates in his letter that he would like some indication of what to expect in view of forthcoming budget considerations on the part of Medford City Council. Realizing of course that no final decision can be indicated until the Commission has acted, I did think that some early acknowledgment and progress report, so to speak, should be transmitted to Mr. Thorpe - I have prepared suggested draft in this direction.

F. B. Crandall
Traffic Engineer

FBC:LJ
Attachment

c o p y

CITY OF MEDFORD
OREGON

Office of the City Superintendent

c o p y

Vernon Thorpe
City Superintendent

March 18, 1949

Mr. F. B. Crandall
Traffic Engineer
Oregon State Highway Commission
Salem, Oregon

Bear Mr. Crandall,

The City Council has instructed me to write you requesting a traffic survey in the City of Medford. This request is being made to bring the traffic data up to date as we understand that it has been approximately three years since a survey has been made.

Inasmuch as the installation of the traffic signals now under construction and the modification of thr three present signals to the walk - wait type, will be somewhat under the preliminary estimated cost, it is felt that the money that was budgeted for this work may be used for additional traffic lights. There have been numerous requests to the City Administration for traffic signal lights on Jackson Street at the Riverside and Central intersections. These lights would be of benefit for both school children using the crossings as well as the traffic that would use Jackson Street if lights were at these intersections, thereby considerably relieving the congested traffic on Main Street. Lights at the intersection of Central and Jackson would also tend to cycle the traffic between Jackson Street and 6th Street and would thereby relieve traffic congestions at the intersections between these two streets.

It is hoped that a traffic survey may be completed and a report made to the Council in order that the signals may be completed before the expiration of the current budget on June 30. We would also like advice on the matter as to whether the $6,000.00 budgeted by the State Highway Commission, would be used on these intersections.

Very truly yours,

s/ Vernon Thorpe
Vernon Thorpe

VT:ds

RECEIVED
APR 28 1949
FOR FILING

15-1662
32.15
Med. Ford

6m file

Agenda Item 6-m

Salem, Oregon
February 2, 1949

Mr. J.H. Devers
Chief Counsel
O f f i c e

I return to you herewith for signatures of Southern Pacific Company Officials, three copies of an agreement with Southern Pacific Company and the City of Medford covering the installation and maintenance of flashing light signals in Medford.

When the agreement has been signed by the Southern Pacific Company Officials please return one copy to this office for the Commission's files.

Secretary

rm
attchs: 3

appears to be RR 34/
returned from RR Co signed on 3-3-49
is now in files

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division

REPORT OF TRAFFIC SIGNAL INVESTIGATION
US99 - Medford

Recommendation:

It is recommended that traffic signals be installed at the intersection of Jackson Boulevard with Central and Riverside Avenues on the one-way street system on US99 in the City of Medford. This installation is estimated to cost $6,000.00. It is further recommended that the request from the City of Medford for traffic signals at the intersections of Edwards Street with Central Avenue and McAndrews Road with Riverside Avenue and with Court Street be denied.

Historical Background:

In February, 1947 a traffic signal investigation on all state highways through Medford was conducted. At that time the signalization of four intersections on Main Street (ORE238) was recommended but it was not believed that conditions on US99 were sufficiently critical to warrant signalization. This investigation and report is in response to a further request from the City of Medford asking that a traffic signal investigation of intersections on US99 be made.

Investigation:

Riverside Avenue, Central Avenue, and Court Street in the City of Medfordform a one-way street system for US99 with the former carrying northbound traffic and the latter two southbound traffic. Jackson Boulevard and McAndrews Road are main cross town arteries. The Jackson Boulevard intersections are also school crossings. It is claimed by local residents that these intersections are extremely hazardous and that during the peak traffic hours it is difficult for a vehicle to enter and cross the highway.

Traffic counts were taken at the intersections studied on Tuesday, April 26, 1949. The tabulation below summarizes the results of the counts in terms of the standard signal warrants.

	VEHICLE WARRANT		PEDESTRIAN WARRANT	
Intersection	Ave.Hrly.Veh.Vol. (Max. 8 hours)	% From Side St.	Ave.Hrly.Ped. Vol.Across Main Street	Ave.Hrly.Veh. Vol. on Main Street
Court & McAndrews	701	23.6	4	449
Riverside & McAndrews	709	20.7	11	444
Central, Court & Edwards	655	15.8	12	512
Central & Jackson	832	24.0	21	594
Riverside & Jackson	885	23.5	10	644

The standard signal warrants as formulated by the American Association of State Highway officials state that in order for an intersection to warrant

signalization because of traffic volume, it is necessary that the average hourly volume of vehicles entering the intersection for the maximum eight hour of the day must be 750 vehicles. It further states that 25 percent of such vehicles must enter from the cross street. From the table above it is seen that the two Jackson Boulevard intersections meet this requirement but that the McAndrews Road and Edwards Street intersections fall below the warrant in both the total volume and percentage requirements. The pedestrian warrant states that the average hourly volume of pedestrians crossing the main street during the maximum eight hours must average 250 and that the maximum vehicular volume on the main street during the same eight hour period must average 750 vehicles. It is seen that all intersections fall far below this warrant.

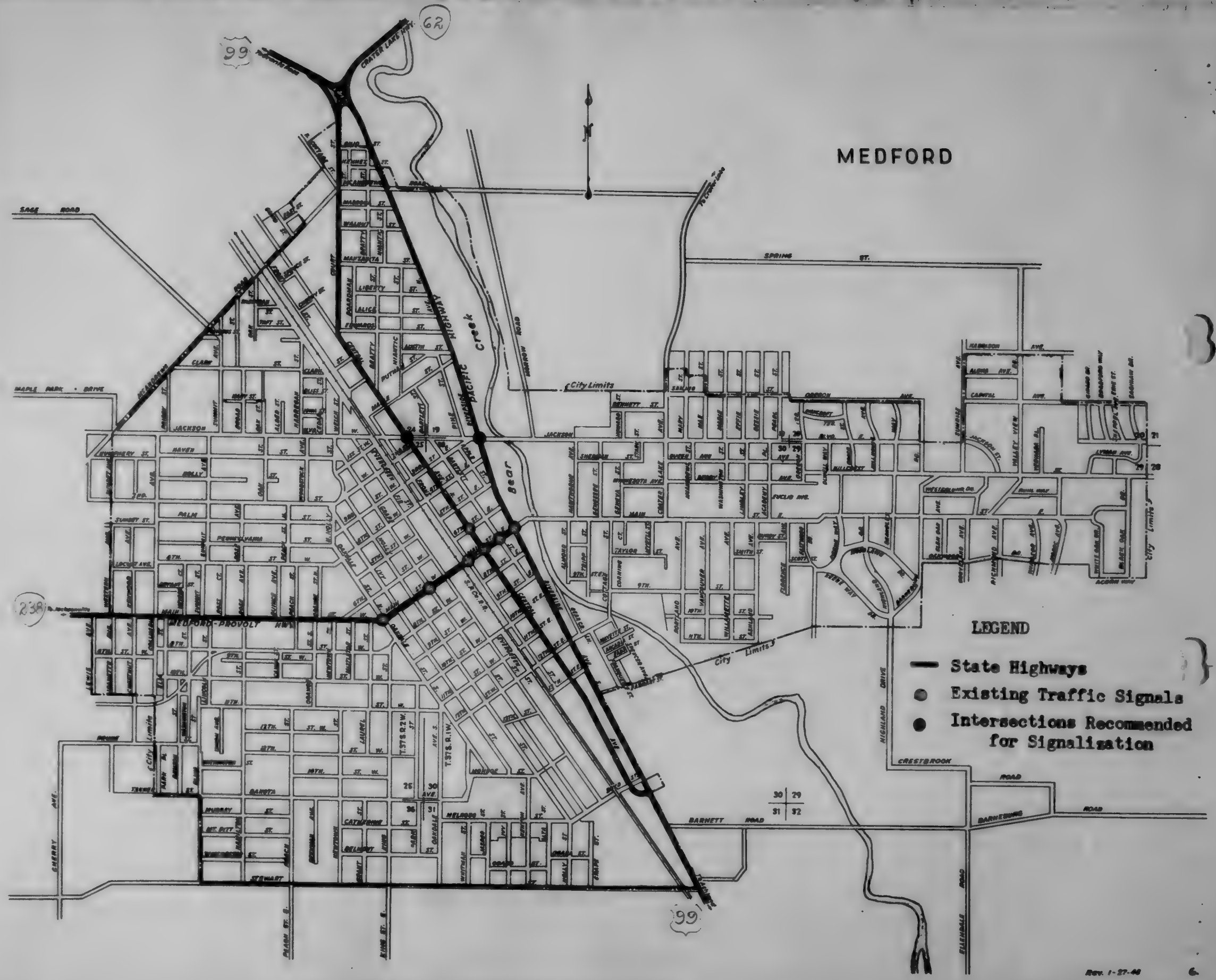
Attached are collision diagrams portraying the accident records at these intersections for the period 1946 to 1948 inclusive. The table below summarizes the essential data.

Intersection	Accident Record 1946-1948, Inclusive			
	Total Acc.	Persons Killed	Persons Inj.	Acc. Preventable By Signals	Max Prev. one year
Court & McAndrews	12	0	4	7	3
Riverside & McAndrews	20	0	4	6	3
Central, Court & Edwards	3	0	2	0	0
Central & Jackson	17	0	1	5	3
Riverside & Jackson	13	0	1	4	2

From the table above it is seen that the McAndrews Road and Jackson Boulevard intersections have relatively high accident records. In terms of the five preventable accidents during a twelve month period, as required by the signal warrant, none of these intersections warrant signalization because of their accident record. From the collision diagrams it is seen that the majority of the accidents are caused by vehicles turning from the wrong lane. This type of accident cannot be prevented with traffic signals. To prevent such accidents it is necessary that proper lane marking, education and enforcement be applied.

In summary it may be stated that the intersections of Jackson Boulevard with Central and Riverside Avenues more than meet the standard signal warrants from the point of traffic volume. The intersections of McAndrews Road with Riverside Avenue and Court Street approach but do not meet the signal warrant. The intersection of Court and Edwards Street falls far below the signal warrant and has an extremely favorable accident record. It is recommended that traffic signals be installed at the intersection of Central Avenue and Jackson Boulevard and at the intersection of Riverside Avenue and Jackson Boulevard. Such signalization is estimated to cost $6,000.00. Although there is some warrant for the installation of signals at McAndrews Road, it is not believed that the need is critical and it is believed that such money can be better spent at other intersections throughout the State Highway system.

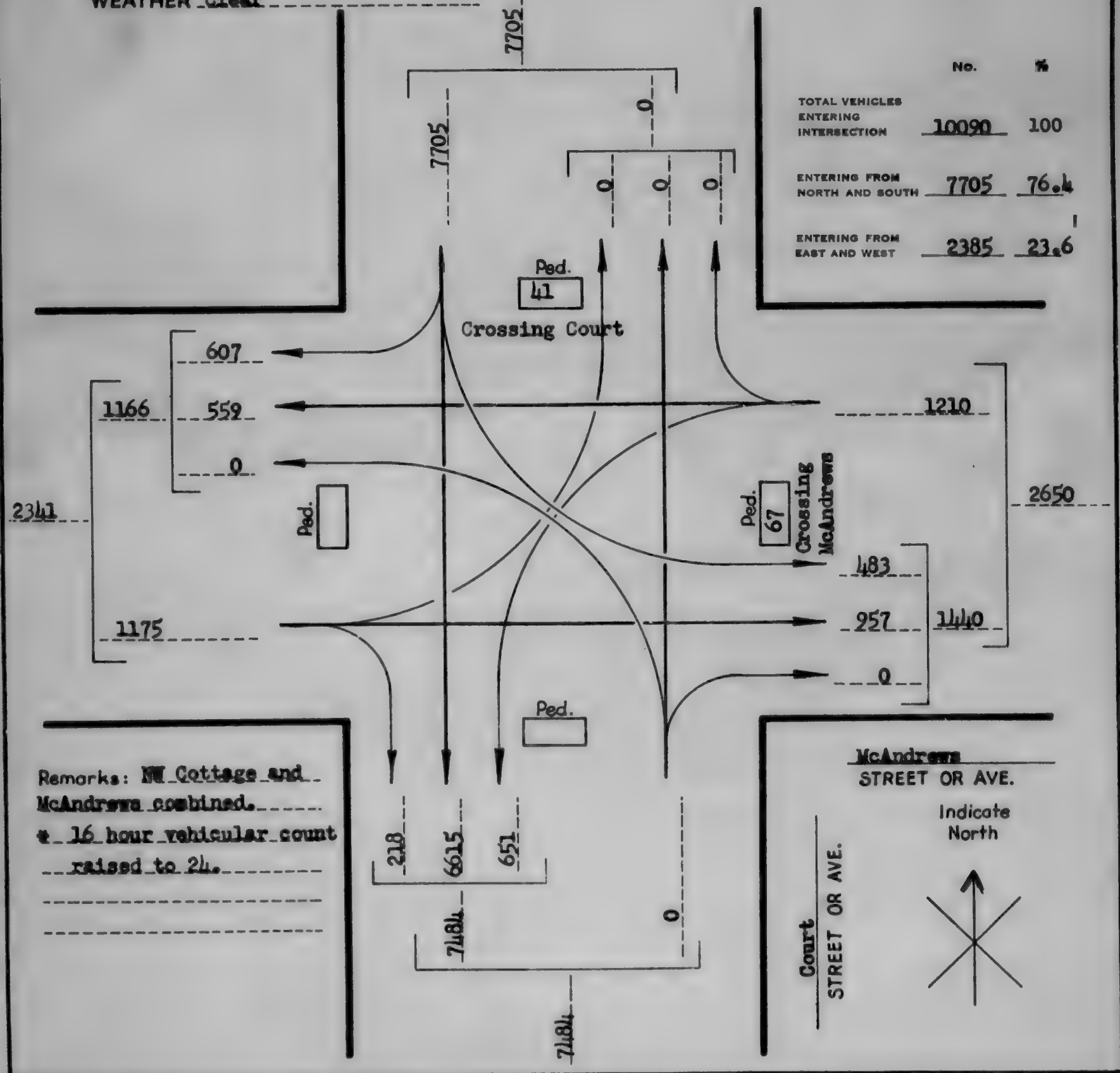
MEDFORD


99
62
CRATER LAKE HWY.
SAGE ROAD
MAPLE PARK DRIVE
CRATER LAKE HIGHWAY
Bear Creek
City Limits
SPRING ST.
MAIN
JACKSON
BARNETT ROAD
CREST BROOK ROAD
HIGHLAND DRIVE
MEDFORD-PROVOLT HWY.
238
99
LEGEND
State Highways
Existing Traffic Signals
Intersections Recommended for Signalization
Rev. 1-27-48
6.

OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE April 26, 1949
DAY OF WEEK Tuesday
ACTUAL COUNT (VEH.) 16 * HRS.
HOURS COUNTED 6:00 a.m. - 10:00 p.m.
PEDESTRIAN COUNT 16 HRS.
HOURS COUNTED 6:00 a.m. - 10:00 p.m.
WEATHER Clear

CITY OF Medford
INTERSECTION OF Court, & McAndrews, Cottage
STATION NO
CODE NO
CLASSIFICATION All Vehicles



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	10090	100
ENTERING FROM NORTH AND SOUTH	7705	76.4
ENTERING FROM EAST AND WEST	2385	23.6

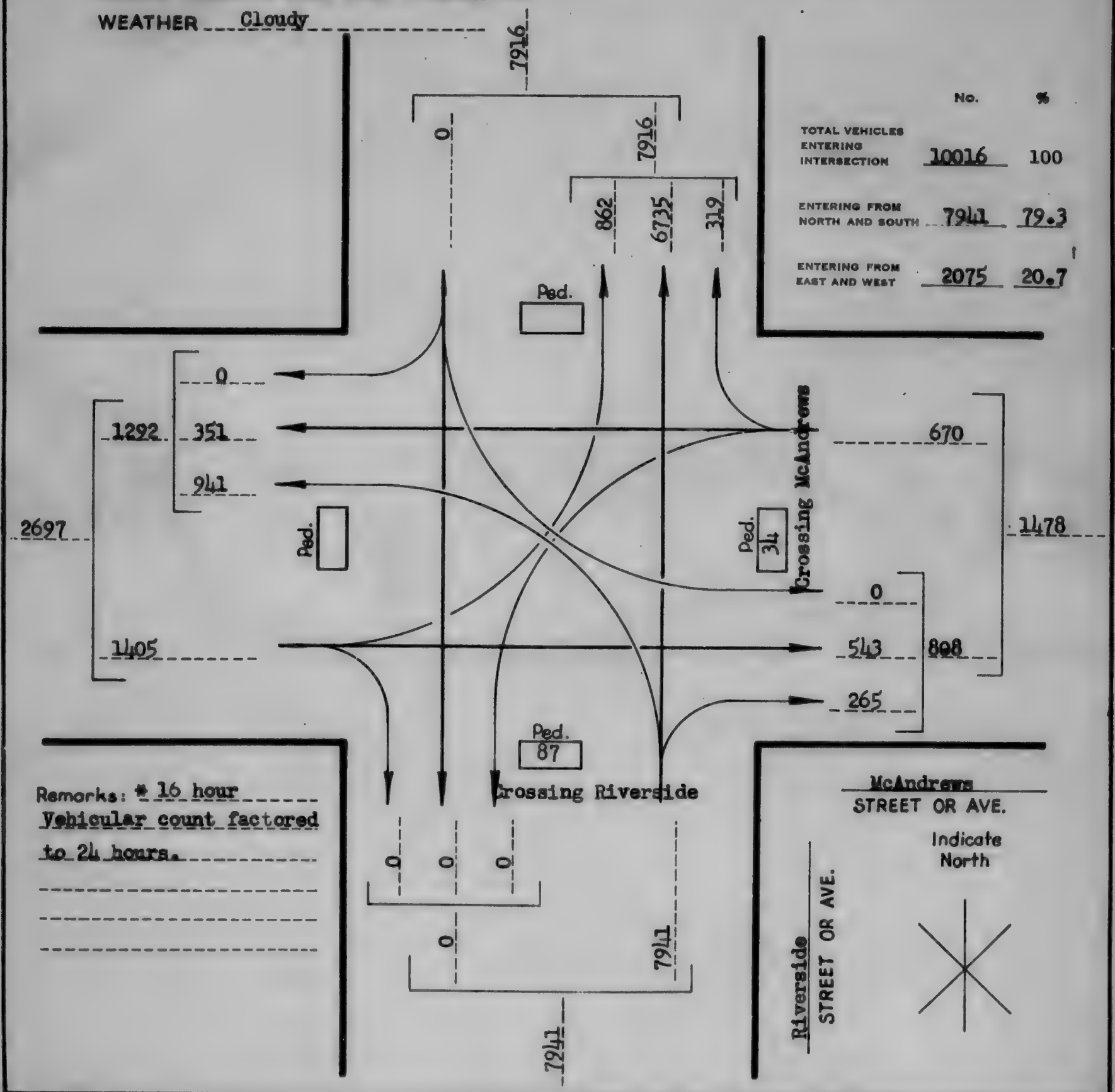
Remarks: NW Cottage and McAndrews combined.
* 16 hour vehicular count raised to 24.

FORM E-126 SM 4-40

OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE April 27, 1949
DAY OF WEEK Wednesday
ACTUAL COUNT (VEH.) 16 * HRS.
HOURS COUNTED 6:00 a.m. - 10:00 p.m.
PEDESTRIAN COUNT 16 HRS.
HOURS COUNTED 6:00 a.m. - 10:00 p.m.
WEATHER Cloudy

CITY OF Medford
INTERSECTION OF Riverside & McAndrews
STATION NO
CODE NO
CLASSIFICATION All Vehicles



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	10016	100
ENTERING FROM NORTH AND SOUTH	7941	79.3
ENTERING FROM EAST AND WEST	2075	20.7

Remarks: * 16 hour Vehicular count factored to 24 hours.

FORM E-126 EM 4-40

OREGON STATE HIGHWAY DEPARTMENT

TRAFFIC ENGINEERING DIVISION

TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE April 26, 1949

DAY OF WEEK Tuesday

ACTUAL COUNT(VEH) 16 * HRS.

HOURS COUNTED 6:00 a.m. - 10:00 p.m.

PEDESTRIAN COUNT 16 HRS.

HOURS COUNTED 6:00 a.m. - 10:00 p.m.

WEATHER Clear

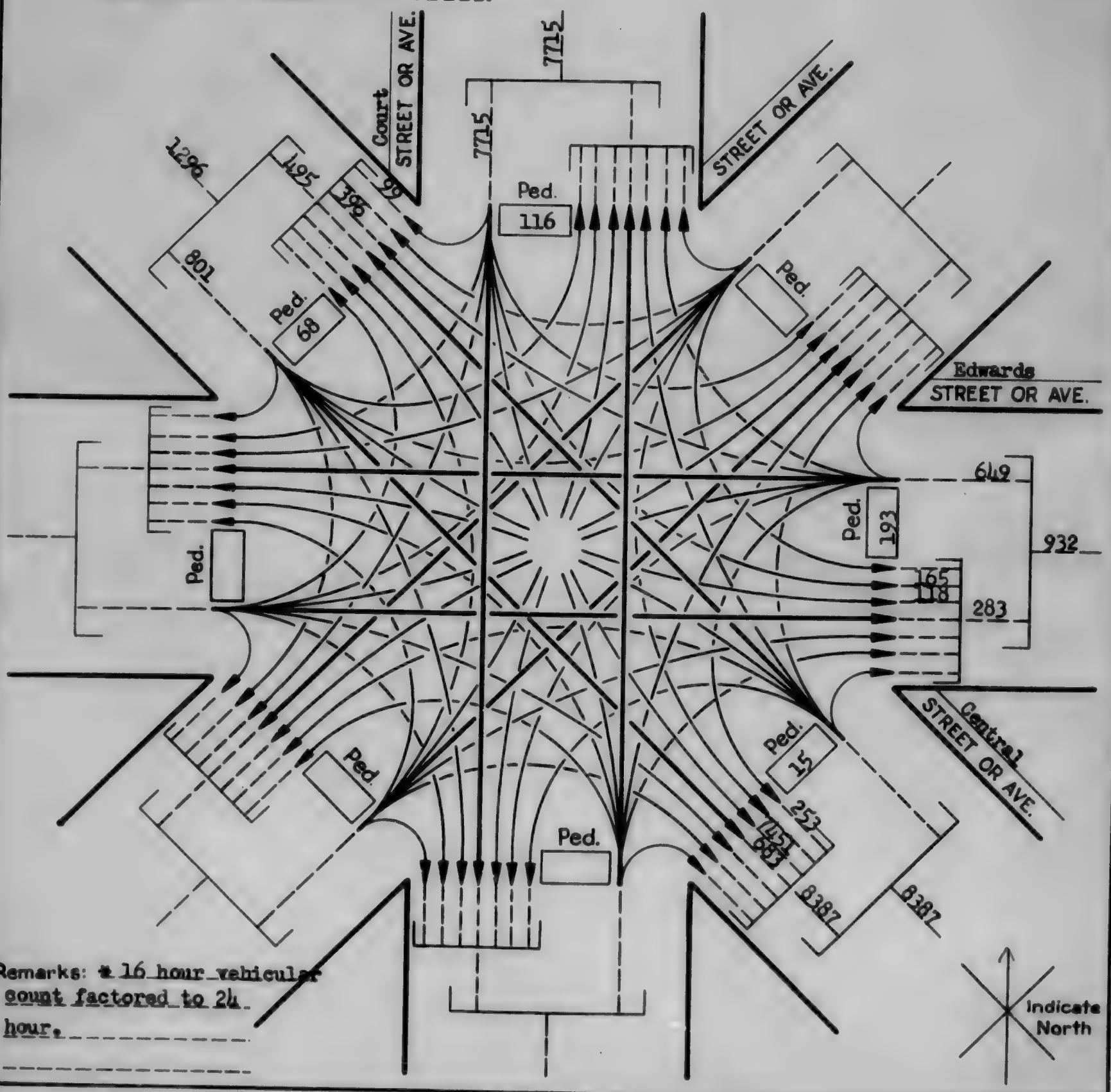
CITY OF Medford

INTERSECTION OF Court, Central & Edwards

STATION NO

CODE NO.

CLASSIFICATION All Vehicles

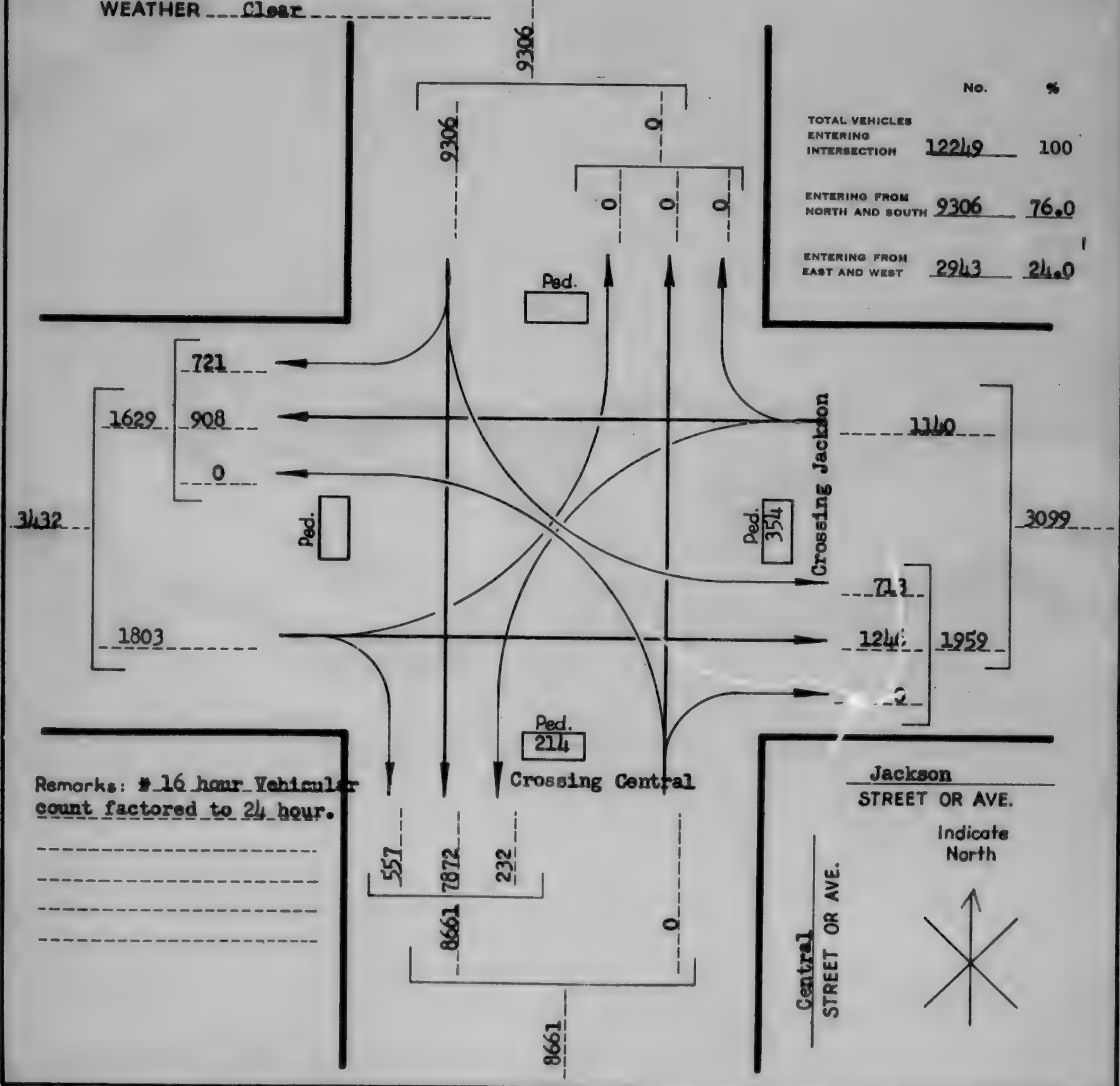


Remarks: * 16 hour vehicular count factored to 24 hour.

OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE April 26, 1949
DAY OF WEEK Tuesday
ACTUAL COUNT (VEH.) 16 # HRS.
HOURS COUNTED 6:00 a.m. - 10:00 p.m.
PEDESTRIAN COUNT 16 HRS.
HOURS COUNTED 6:00 a.m. - 10:00 p.m.
WEATHER Clear

CITY OF Medford
INTERSECTION OF Central & Jackson
STATION NO
CODE NO
CLASSIFICATION All Vehicles



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	12249	100
ENTERING FROM NORTH AND SOUTH	9306	76.0
ENTERING FROM EAST AND WEST	2943	24.0

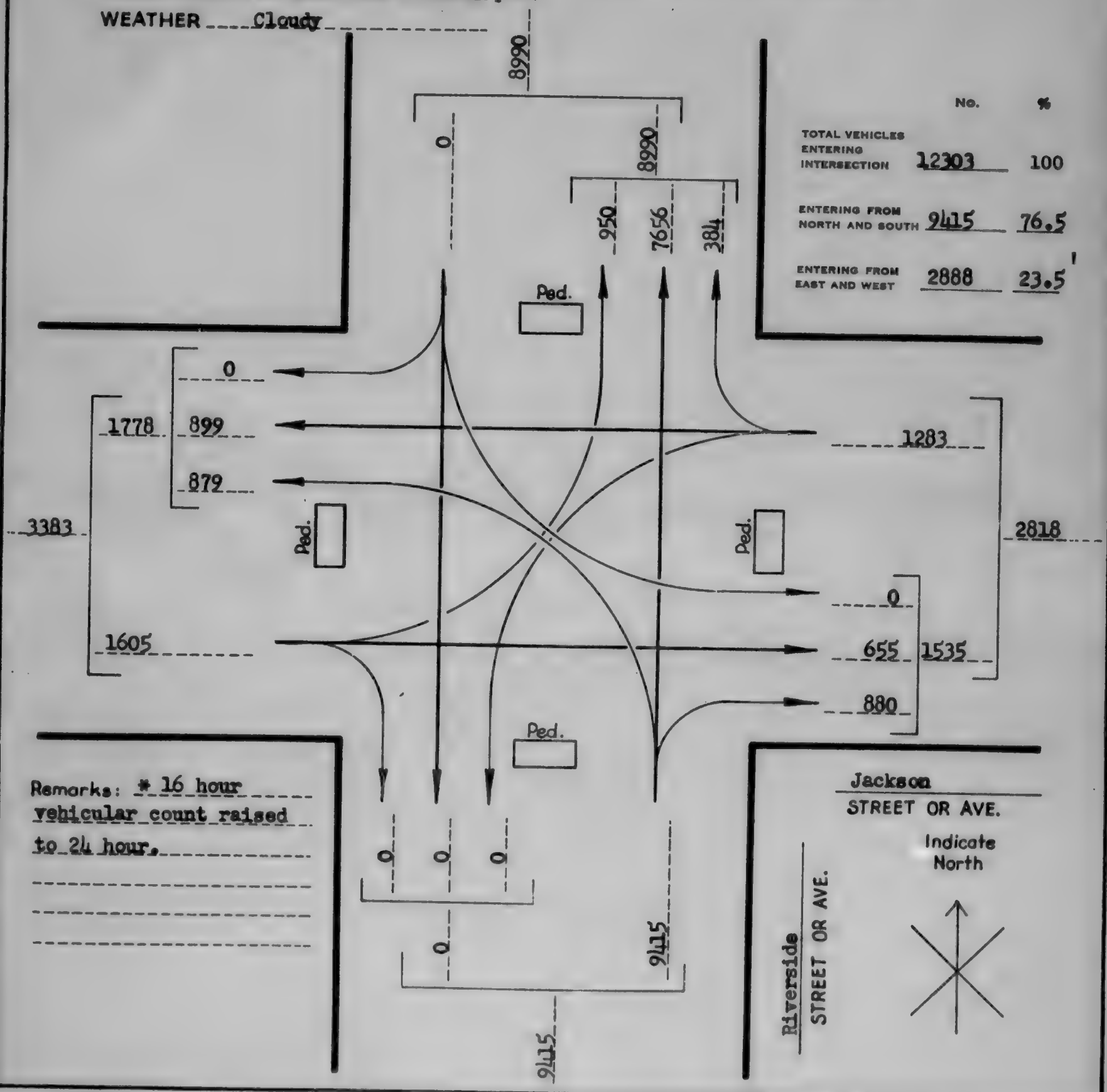
Remarks: # 16 hour Vehicular count factored to 24 hour.

FORM E-126 SM 4-40

OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE April 27, 1949
DAY OF WEEK Wednesday
ACTUAL COUNT (VEH.) 16 * HRS.
HOURS COUNTED 6:00 a.m. - 10:00 p.m.
PEDESTRIAN COUNT 16 HRS.
HOURS COUNTED 6:00 a.m. - 10:00 p.m.
WEATHER Cloudy

CITY OF Medford, Oregon
INTERSECTION OF Jackson & Riverside
STATION NO
CODE NO
CLASSIFICATION All Vehicles



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	12303	100
ENTERING FROM NORTH AND SOUTH	9415	76.5
ENTERING FROM EAST AND WEST	2888	23.5

Remarks: * 16 hour vehicular count raised to 24 hour.

Jackson STREET OR AVE.

Riverside STREET OR AVE.

Indicate North

FORM E-126 SM 4-40

N STATE HIGHWAY COMMISSION
Traffic Engineering Division

ARY OF TRAFFIC COUNT

City of Medford, Oregon
Intersection Court, Cottage and McAndrews
Station number
Code number

All Vehicles

South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	SUMMARY BY LEGS North	East	West	South	PEDESTRIANS USING CROSSWALKS Crossing North Court	Crossing West McAndrews
	201	129	64.2	72	35.8	129	78	73	122	6	4
	585	417	71.3	168	28.7	417	158	173	422	7	5
	631	464	73.5	167	26.5	464	166	156	476	4	9
	613	473	77.2	140	22.8	473	170	149	434	5	13
	646	511	79.1	135	20.9	511	142	143	495	4	8
	689	538	78.1	151	21.9	538	170	156	514	3	4
	735	546	74.3	189	25.7	546	211	191	522	1	4
	675	515	76.3	160	23.7	515	183	157	495	2	3
	649	518	79.8	131	20.2	518	141	142	497	-	3
	611	463	75.8	148	24.2	463	158	153	448	1	4
	720	528	73.3	192	26.7	528	209	179	524	3	3
	865	684	79.1	181	20.9	684	235	192	619	2	4
	472	335	71.0	137	29.0	335	151	126	332	3	2
	513	440	85.8	73	14.2	440	95	60	431	-	-
	304	236	77.6	68	22.4	236	80	41	251	-	-
	264	208	78.8	56	21.2	208	62	37	221	-	1
	10090	7705	76.4	2385	23.6	7705	2650	2341	7484		
	9173	7005	76.4	2168	23.6	7005	2409	2128	6804	41	67

No Traffic One Way Street

Tabulated by
Computed by
Checked by
Checked by

Form E-40-581

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

Date April 26, 1949
Day of week Tuesday
Hours counted 16 hour Special
Weather Clear

Classification All Vehicles

City of Medford, Oregon
Intersection Court, Cottage and McAndrews
Station number
Code number

	TIME	SUMMARY BY MOVEMENTS														From North and South	Per Cent of Total	From East and West	Per Cent of Total	SUMMARY BY LEGS				PEDESTRIANS	
		North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL						North	East	West	South	Crossing North Court	East
A.M.	6:00- 7:00	6		15		108		12	16	14				201		129	64.2	72	35.8	129	78	73	122	6	
	7:00- 8:00	5		35		377		51	72	30		15		585		417	71.3	168	28.7	417	158	173	422	7	
	8:00- 9:00	21		26		417		40	68	37		22		631		464	73.5	167	26.5	464	166	156	476	4	
	9:00-10:00	42		44		387		35	58	35		12		613		473	77.2	140	22.8	473	170	149	434	5	
	10:00-11:00	20		45		446		33	52	37		13		646		511	79.1	135	20.9	511	142	143	495	4	
	11:00-12:00	36		51		451		30	58	46		17		689		538	78.1	151	21.9	538	170	156	514	3	
	12:00- 1:00	37		41		468		47	88	39		15		735		546	74.3	189	25.7	546	211	191	522	1	
P.M.	1:00- 2:00	34		31		450		51	64	34		11		675		515	76.3	160	23.7	515	183	157	495	2	
	2:00- 3:00	28		45		445		34	45	34		18		649		518	79.8	131	20.2	518	141	142	497	-	
	3:00- 4:00	26		37		400		41	59	32		16		611		463	75.8	148	24.2	463	158	153	448	1	
	4:00- 5:00	39		37		452		44	76	50		22		720		528	73.3	192	26.7	528	209	179	524	3	
	5:00- 6:00	67		63		554		32	84	52		13		865		684	79.1	181	20.9	684	235	192	619	2	
	6:00- 7:00	25		33		277		28	54	44		11		472		335	71.0	137	29.0	335	151	126	332	3	
	7:00- 8:00	29		23		388		8	22	36		7		513		440	85.8	73	14.2	440	95	60	431	-	
	8:00- 9:00	14		13		209		13	13	40		2		304		236	77.6	68	22.4	236	80	41	251	-	
	9:00-10:00	10		13		185		9	11	32		4		264		208	78.8	56	21.2	208	62	37	221	-	
	10:00-11:00																								
	11:00-12:00																								
A.M.	12:00- 1:00																								
	1:00- 2:00																								
	2:00- 3:00																								
	3:00- 4:00																								
	4:00- 5:00																								
	5:00- 6:00																								
24-Hour total		483		607		6615		559	957	651		218		10090		7705	76.4	2385	23.6	7705	2650	2341	7484		
16-Hour total		439		552		6014		508	870	592		198		9173		7005	76.4	2168	23.6	7005	2409	2128	6804	41	
-Hour total																									
Control																									
Factor																									

Court St. is North and South

McAndrews St. is East and West

Tabulated by

Computed by

Checked by

Checked by

STATE PRINTING DEPT.

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

1. 26, 1949
Tuesday
16 hour Special
Clear

Classification All Vehicles

City of Medford, Oregon
Intersection Court, Cottage and McAndrews
Station number
Code number

SUMMARY BY MOVEMENTS

North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL
15		108		12	46	14				201
35		377		51	72	30		15		585
26		417		40	68	37		22		631
44		387		35	58	35		12		613
45		446		33	52	37		13		646
51		451		30	58	46		17		689
41		468		47	88	39		15		735
31		450		51	64	34		11		675
45	No Traffic One Way Street	445	No Traffic One Way Street	34	45	34	No Traffic One Way Street	18	No Traffic One Way Street	649
37		400		41	59	32		16		611
37		452		44	76	50		22		720
63		554		32	84	52		13		865
33		277		28	54	44		11		472
23		388		8	22	36		7		513
13		209		13	13	40		2		304
13		185		9	11	32		4		264
607		6615		559	957	651		218		10090
552		6014		508	870	592		198		9173

From North and South	Per Cent of Total	From East and West	Per Cent of Total
129	64.2	72	35.8
417	71.3	168	28.7
464	73.5	167	26.5
473	77.2	140	22.8
511	79.1	135	20.9
538	78.1	151	21.9
546	74.3	189	25.7
515	76.3	160	23.7
518	79.8	131	20.2
463	75.8	148	24.2
528	73.3	192	26.7
684	79.1	181	20.9
335	71.0	137	29.0
440	85.8	73	14.2
236	77.6	68	22.4
208	78.8	56	21.2
7705	76.4	2385	23.6
7005	76.4	2168	23.6

SUMMARY BY LEGS

North	East	West	South
129	78	73	122
417	158	173	422
464	166	156	476
473	170	149	434
511	142	143	495
538	170	156	514
546	211	191	522
515	183	157	495
518	141	142	497
463	158	153	448
528	209	179	524
684	235	192	619
335	151	126	332
440	95	60	431
236	80	41	251
208	62	37	221
7705	2650	2341	7484
7005	2409	2128	6804

PEDESTRIANS USING CROSSWALKS

Crossing Court (North)	Crossing Court (South)	Crossing McAndrews (West)	Crossing McAndrews (East)
6		4	
7		5	
4		9	
5		13	
4		8	
3		4	
1		4	
2		3	
-		3	
1		4	
3		3	
2		4	
3		2	
-		-	
-		-	
-		1	
41		67	

Court St. is North and South
McAndrews St. is East and West

Tabulated by
Computed by
Checked by
Checked by

Form E-66—25M

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

Date April 27, 1949
Day of week Wednesday
Hours counted 6:00 a.m. - 10:00 p.m.
Weather Cloudy

Classification All Vehicles

City of Medford
Intersection Riverside and McAndrews
Station number
Code number

	TIME	SUMMARY BY MOVEMENTS													From North and South	Per Cent of Total	From East and West	Per Cent of Total	SUMMARY BY LEGS				PEDESTRI
		North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL					North	East	West	South	Crossing North McAndrew
A.M.	6:00- 7:00		12		32		217	8	16		2		10	297	229	77.1	68	22.9	261	38	66	229	1
	7:00- 8:00		40		59		418	46	24		5		62	654	485	74.2	169	25.8	517	115	191	485	4
	8:00- 9:00		16		75		362	23	36		7		58	577	427	74.0	150	26.0	453	82	192	427	8
	9:00-10:00		12		50		333	18	35		10		51	509	394	77.4	115	22.6	395	75	154	394	1
	10:00-11:00		11		47		365	16	33		14		65	551	444	80.6	107	19.4	423	74	161	444	
	11:00-12:00		23		44		398	12	28		25		55	585	478	81.7	107	18.3	465	88	139	478	2
	12:00- 1:00		32		66		446	30	44		22		77	717	545	76.0	172	24.0	544	128	217	545	6
P.M.	1:00- 2:00		15		51		466	15	19		14		69	649	549	84.6	100	15.4	532	63	154	549	4
	2:00- 3:00		9		48		407	18	25		18		43	568	468	82.4	100	17.6	464	70	134	468	1
	3:00- 4:00		20		54		486	31	37		19		65	712	570	80.1	142	19.9	560	107	187	570	1
	4:00- 5:00		22		66		580	34	61		19		88	870	687	79.0	183	21.0	668	136	249	687	3
	5:00- 6:00		27		83		622	22	64		35		56	909	713	78.4	196	21.6	732	148	225	713	3
	6:00- 7:00		16		40		290	20	25		11		34	436	335	76.8	101	23.2	346	72	119	335	
	7:00- 8:00		16		39		273	12	19		18		35	412	326	79.1	86	20.9	328	65	105	326	
	8:00- 9:00		10		10		236	9	22		13		41	341	290	85.0	51	15.0	256	54	82	290	
	9:00-10:00	No Traffic One Way Street	9	No Traffic One Way Street	20	No Traffic One Way Street	224	5	6	No Traffic One Way Street	9	No Traffic One Way Street	46	319	279	87.5	40	12.5	253	29	77	279	
	10:00-11:00																						
	11:00-12:00																						
A.M.	12:00- 1:00																						
	1:00- 2:00																						
	2:00- 3:00																						
	3:00- 4:00																						
	4:00- 5:00																						
	5:00- 6:00																						
24-Hour total .			319		862		6735	351	543		265		941	10016	7941	79.3	2075	20.7	7916	1478	2697	7941	
16-Hour total .			290		784		6123	319	494		241		855	9106	7219	79.3	1887	20.7	7197	1344	2452	7219	34
--Hour total .																							
Control . . .																							
Factor . . .																							

Riverside St. is North and South

McAndrews St. is East and West

Tabulated by
Computed by
Checked by
Checked by

STATE PRINTING DEPT.

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

City of Medford
Intersection Riverside and McAndrews
Station number
Code number

-27, 1949
Wednesday
6:00 a.m. - 10:00 p.m.
loudy
Classification All Vehicles

SUMMARY BY MOVEMENTS											From North and South	Per Cent of Total	From East and West	Per Cent of Total	SUMMARY BY LEGS				PEDESTRIANS USING CROSSWALKS			
North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL					North	East	West	South	Crossing McAndrews North	Crossing McAndrews East	Crossing Riverside West	Crossing Riverside South
	32		217	8	16		2		10	297	229	77.1	68	22.9	261	38	66	229	1		3	
	59		418	46	24		5		62	654	485	74.2	169	25.8	517	115	191	485	4		7	
	75		362	23	36		7		58	577	427	74.0	150	26.0	453	82	192	427	8		22	
	50		333	18	35		10		51	509	394	77.4	115	22.6	395	75	154	394	1		8	
	47		365	16	33		14		65	551	444	80.6	107	19.4	423	74	161	444			7	
	44		398	12	28		25		55	585	478	81.7	107	18.3	465	88	139	478	2		7	
	66		446	30	44		22		77	717	545	76.0	172	24.0	544	128	217	545	6		22	
	51		466	15	19		14		69	649	549	84.6	100	15.4	532	63	154	549	4		9	
	48		407	18	25		18		43	568	468	82.4	100	17.6	464	70	134	468	1			
	54		486	31	37		19		65	712	570	80.1	142	19.9	560	107	187	570	1			
	66		580	34	61		19		88	870	687	79.0	183	21.0	668	136	249	687	3			
	83		622	22	64		35		56	909	713	78.4	196	21.6	732	148	225	713	3		2	
	40		290	20	25		11		34	436	335	76.8	101	23.2	346	72	119	335				
	39		273	12	19		18		35	412	326	79.1	86	20.9	328	65	105	326				
	10		236	9	22		13		41	341	290	85.0	51	15.0	256	54	82	290				
	20		224	5	6		9		46	319	279	87.5	40	12.5	253	29	77	279				

Form E-40—3M

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

Date April 26, 1949
Day of week Tuesday
Hours counted 6:00 a.m. - 10:00 p.m.
Weather Clear

Classification All Vehicles

City of Medford
Intersection Court, Edwards & Central
Station number
Code number

	TIME	SUMMARY BY MOVEMENTS													From North and South	Per Cent of Total	From East and West	Per Cent of Total	SUMMARY BY LEGS				PEDESTR
		North to East	East to North	North to NWest	West to North	North to SouthE	South to North	East to NWest	NWest to East	East to SouthE	South to East	NWest to SouthE	South to West	TOTAL					North	East	N West	SouthE	North
A.M.	6:00- 7:00	1		1		71		1	1	-		1		76	73	96.1	3	3.9	73	3	4	72	2
	7:00- 8:00	3		6		325		55	20	20		10		439	334	76.1	105	23.9	334	98	91	355	6
	8:00- 9:00	4		-		381		28	6	13		40		472	385	81.6	87	18.4	385	51	74	434	13
	9:00-10:00	4		4		460		24	2	13		48		555	468	84.3	87	15.7	468	43	78	521	1
	10:00-11:00	1		9		543		19	10	14		36		632	553	87.5	79	12.5	553	44	74	593	8
	11:00-12:00	8		6		490		32	1	9		47		593	504	85.0	89	15.0	504	50	86	546	13
	12:00- 1:00	4		17		542		52	10	20		100		745	563	75.6	182	24.4	563	86	179	662	8
P.M.	1:00- 2:00	8		9		523		43	1	9		56		649	540	83.2	109	16.8	540	61	109	588	7
	2:00- 3:00	7		9		432		15	10	15		26		514	448	87.2	66	12.8	448	47	60	473	10
	3:00- 4:00	14		5		521		20	7	16		42		625	540	86.4	85	13.6	540	57	74	579	14
	4:00- 5:00	17		8		538		23	4	21		51		662	563	85.0	99	15.0	563	65	86	610	16
	5:00- 6:00	27		8		576		17	19	20		113		780	611	78.3	169	21.7	611	83	157	709	5
	6:00- 7:00	14		2		352		13	3	16		21		421	368	87.4	53	12.6	368	46	39	389	5
	7:00- 8:00	10		3		495		8	5	24		11		556	508	91.4	48	8.6	508	47	27	530	3
	8:00- 9:00	18		2		281		6	5	13		8		333	301	90.4	32	9.6	301	42	21	302	4
	9:00-10:00	10		1		244		4	3	7		11		280	255	91.1	25	8.9	255	24	19	262	1
A.M.	10:00-11:00																						
	11:00-12:00																						
	12:00- 1:00																						
	1:00- 2:00																						
	2:00- 3:00																						
	3:00- 4:00																						
	4:00- 5:00																						
	5:00- 6:00																						
24-Hour total .		165		99		7451		396	118	253		683		9165	7715	84.2	1450	15.8	7715	932	1296	8387	
16-Hour total .		150		90		6774		360	107	230		621		8332	7014	84.2	1318	15.8	7014	847	1178	7625	116
-Hour total .																							
Control . . .																							
Factor . . .																							

Court St. is North and South
Central St. is Northwest and Southeast
Edwards St. is East

Tabulated by
Computed by
Checked by
Checked by

PRINTING DEPT.

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

April 26, 1949
Tuesday
6:00 a.m. - 10:00 p.m.
Clear

City of Medford
Intersection Court, Edwards & Central
Station number
Code number

Classification All Vehicles

SUMMARY BY MOVEMENTS											SUMMARY BY LEGS				PEDESTRIANS USING CROSSWALKS			
	North to NWest	West to North	North to SouthE	South to North	East to NWest	NWest to East	East to SouthE	South to East	NWest to SouthE	South to West	TOTAL	North	East	N West	SouthE	North	East	N West	South E
	1		71		1	1	-		1		76	73	3	4	72	2	3	1	
	6		325		55	20	20		10		439	334	105	91	355	6	12	2	
	-		381		28	6	13		40		472	385	87	74	434	13	39	15	
	4		460		24	2	13		48		555	468	87	78	521	1	3	11	1
	9		543		19	10	14		36		632	553	79	74	593	8	14	4	1
	6		490		32	1	9		47		593	504	89	86	546	13	18	7	3
	17		542		52	10	20		100		745	563	182	179	662	8	14	10	4
	9		523		43	1	9		56		649	540	109	109	588	7	7	6	1
	9		432		15	10	15		26		514	448	66	60	473	10	14	2	
	5		521		20	7	16		42		625	540	85	74	579	14	21		2
	8		538		23	4	21		51		662	563	99	86	610	16	20	3	
	8		576		17	19	20		113		780	611	169	157	709	5	5	7	
	2		352		13	3	16		21		421	368	53	39	389	5	13		
	3		495		8	5	24		11		556	508	48	27	530	3	2		3
	2		281		6	5	13		8		333	301	32	21	302	4	4		
	1		244		4	3	7		11		280	255	25	19	262	1	4		

Form E-46—2M

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

Date April 26, 1949
Day of week Tuesday
Hours counted 16 hour
Weather Clear

Classification All Vehicles

City of Medford
Intersection Jackson and Central
Station number
Code number

	TIME	SUMMARY BY MOVEMENTS													From North and South	Per Cent of Total	From East and West	Per Cent of Total	SUMMARY BY LEGS				PEDESTRIAN
		North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL					North	East	West	South	Crossing North Jackson
A.M.	6:00- 7:00	10		10		92		8	23	4		17		164	112	68.3	52	31.7	112	45	58	113	6
	7:00- 8:00	46		43		167		49	86	12		42		745	556	74.6	189	25.4	556	193	220	521	9
	8:00- 9:00	44		46		169		52	94	13		46		764	559	73.2	205	26.8	559	203	238	528	8
	9:00-10:00	32		34		160		35	60	18		29		668	526	78.7	142	21.3	526	145	158	507	7
	10:00-11:00	28		36		195		45	50	14		29		697	559	80.2	138	19.8	559	137	160	538	22
	11:00-12:00	44		51		518		51	69	14		24		771	613	79.5	158	20.5	613	178	195	556	8
P.M.	12:00- 1:00	55		45		490		64	90	6		49		799	590	73.8	209	26.2	590	215	248	545	15
	1:00- 2:00	46		36		496		47	79	25		37		766	578	75.5	188	24.5	578	197	199	558	10
	2:00- 3:00	37		41		517		48	69	9		17		738	595	80.6	143	19.4	595	163	175	543	44
	3:00- 4:00	42		48		546		64	81	17		32		830	636	76.6	194	23.4	636	204	225	595	69
	4:00- 5:00	56		60		537		87	89	15		37		881	653	74.1	228	25.9	653	247	273	589	47
	5:00- 6:00	77		83		660		98	106	13		33		1070	820	76.6	250	23.4	820	294	320	706	27
	6:00- 7:00	45		47		472		45	94	17		33		753	564	74.9	189	25.1	564	201	219	522	36
	7:00- 8:00	41		39		478		68	83	19		51		779	558	71.6	221	28.4	558	211	241	548	36
	8:00- 9:00	26		21		299		38	52	12		20		468	346	73.9	122	26.1	346	128	131	331	10
	9:00-10:00	19		15		160		26	8	3		10		241	194	80.5	47	19.5	194	56	59	173	
	10:00-11:00																						
	11:00-12:00																						
A.M.	12:00- 1:00																						
	1:00- 2:00																						
	2:00- 3:00																						
	3:00- 4:00																						
	4:00- 5:00																						
	5:00- 6:00																						
24-Hour total .		713		721		7872		908	1246	232		557		12249	9306	76.0	2943	24.0	9306	3099	3432	8661	
16-Hour total .		648		655		7156		825	1133	211		506		11134	8459	76.0	2675	24.0	8459	2817	3119	7873	354
-Hour total .																							
Control . . .																							
Factor . . .																							

Central St. is North and South

Jackson St. is East and West

Tabulated by
Computed by
Checked by
Checked by

STATE PRINTING DEPT.

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

April 26, 1949
k Tuesday
nted 16 hour
Clear

Classification All Vehicles

City of Medford
Intersection Jackson and Central
Station number
Code number

SUMMARY BY MOVEMENTS												From North and South	Per Cent of Total	From East and West	Per Cent of Total	SUMMARY BY LEGS				PEDESTRIANS USING CROSSWALKS			
	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL					North	East	West	South	Crossing North Jackson East		Crossing West Central South	
	10		92		8	23	4		17		164	112	68.3	52	31.7	112	45	58	113	6		5	
	43		467		49	86	12		42		745	556	74.6	189	25.4	556	193	220	521	9		11	
	46		469		52	94	13		46		764	559	73.2	205	26.8	559	203	238	528	8		14	
	34		460		35	60	18		29		668	526	78.7	142	21.3	526	145	158	507	7		7	
	36		495		45	50	14		29		697	559	80.2	138	19.8	559	137	160	538	22		7	
	51		518		51	69	14		24		771	613	79.5	158	20.5	613	178	195	556	8		4	
	45		490		64	90	6		49		799	590	73.8	209	26.2	590	215	248	545	15		16	
	36		496		47	79	25		37		766	578	75.5	188	24.5	578	197	199	558	10		7	
	41		517		48	69	9		17		738	595	80.6	143	19.4	595	163	175	543	44		18	
	48		546		64	81	17		32		830	636	76.6	194	23.4	636	204	225	595	69		49	
	60		537		87	89	15		37		881	653	74.1	228	25.9	653	247	273	589	47		32	
	83		660		98	106	13		33		1070	820	76.6	250	23.4	820	294	320	706	27		15	
	47		472		45	94	17		33		753	564	74.9	189	25.1	564	201	219	522	36		8	
	39		478		68	83	19		51		779	558	71.6	221	28.4	558	211	241	548	36		15	
	21		299		38	52	12		20		468	346	73.9	122	26.1	346	128	131	331	10		6	
	15		160		26	8	3		10		241	194	80.5	47	19.5	194	56	59	173				
	721		7872		908	1246	232		557		12249	9306	76.0	2943	24.0	9306	3099	3432	8661				
	655		7156		825	1133	211		506		11134	8459	76.0	2675	24.0	8459	2817	3119	7873	354		214	

One Way Street — No Traffic

Central St. is North and South

Jackson St. is East and West

Tabulated by

Computed by

Checked by

Checked by

Form B-48—3M

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

Date April 27, 1949
Day of week Wednesday
Hours counted 16 hour Special Raised to 24
Weather Cloudy

Classification All Vehicles

City of Medford, Oregon
Intersection Jackson & Riverside
Station number
Code number

	TIME	SUMMARY BY MOVEMENTS													From North and South	Per Cent of Total	From East and West	Per Cent of Total	SUMMARY BY LEGS				PEDESTRIAN Crossing North Riverside
		North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL					North	East	West	South	
A.M.	8:00- 7:00		14		30		197	13	5		5		11	275	213	77.5	62	22.5	241	37	59	213	1
	7:00- 8:00		30		64		356	62	31		15		38	596	409	68.6	187	31.4	450	138	195	409	6
	8:00- 9:00		15		58		519	88	36		56		64	836	639	76.4	197	23.6	592	195	246	639	15
	9:00-10:00		19		35		395	41	21		28		35	574	458	79.8	116	20.2	449	109	132	458	5
	10:00-11:00		21		60		353	39	28		40		44	585	437	74.7	148	25.3	434	128	171	437	1
	11:00-12:00		31		47		423	28	21		52		70	672	545	81.1	127	18.9	501	132	166	545	-
	12:00- 1:00		31		38		598	80	61		83		66	957	747	78.1	210	21.9	667	255	255	747	5
P.M.	1:00- 2:00		20		67		575	57	38		49		40	846	664	78.5	182	21.5	662	164	202	664	-
	2:00- 3:00		15		33		296	31	31		39		23	468	358	76.5	110	23.5	344	116	118	358	3
	3:00- 4:00		26		79		531	46	38		59		44	823	634	77.0	189	23.0	636	169	207	634	8
	4:00- 5:00		32		96		638	72	60		84		76	1058	798	75.4	260	24.6	766	248	304	798	27
	5:00- 6:00		34		82		713	75	90		131		88	1213	932	76.8	281	23.2	829	330	335	932	9
	6:00- 7:00		20		48		423	53	49		51		48	692	522	75.4	170	24.6	491	173	198	522	4
	7:00- 8:00		18		53		356	71	49		57		62	666	475	71.3	191	28.7	427	195	235	475	2
	8:00- 9:00		14		30		268	34	19		25		53	443	346	78.1	97	21.9	312	92	136	346	3
	9:00-10:00		9		44		319	27	18		26		37	480	382	79.6	98	20.4	372	80	126	382	2
A.M.	10:00-11:00																						
	11:00-12:00																						
	12:00- 1:00																						
	1:00- 2:00																						
	2:00- 3:00																						
	3:00- 4:00																						
	4:00- 5:00																						
	5:00- 6:00																						
24-Hour total			384		950		7656	899	655		880		879	12302	9415	76.5	2888	23.5	8990	2818	4263	9415	
16-Hour total			349		864		6960	817	595		800		799	11184	8559	76.5	2625	23.5	8173	2561	3075	8559	91
-Hour total																							
Control																							
Factor																							

No Traffic One Way Street

Riverside St. is North and South

Jackson St. is East and West

Tabulated by
Computed by
Checked by
Checked by

STATE PRINTING DEPT.

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

il 27, 1949
k Wednesday
od 16 hour Special Raised to 24
Cloudy

City of Medford, Oregon
Intersection Jackson & Riverside
Station number
Code number

Classification All Vehicles

SUMMARY BY MOVEMENTS

	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total
		30		197	13	5		5		11	275	213	77.5	62	22.5
		64		356	62	31		15		38	596	409	68.6	187	31.4
		58		519	88	36		56		64	836	639	76.4	197	23.6
		35		395	41	21		28		35	574	458	79.8	116	20.2
		60		353	39	28		40		44	585	437	74.7	148	25.3
		47		423	28	21		52		70	672	545	81.1	127	18.9
		38		598	80	61		83		66	957	747	78.1	210	21.9
		67		575	57	38		49		40	846	664	78.5	182	21.5
		33		296	31	31		39		23	468	358	76.5	110	23.5
		79		531	46	38		59		44	823	634	77.0	189	23.0
		96		638	72	60		84		76	1058	798	75.4	260	24.6
		82		713	75	90		131		88	1213	932	76.8	281	23.2
		48		423	53	49		51		48	692	522	75.4	170	24.6
		53		356	71	49		57		62	666	475	71.3	191	28.7
		30		268	34	19		25		53	443	346	78.1	97	21.9
		44		319	27	18		26		37	480	382	79.6	98	20.4
	950			7656	899	655		880		879	12302	9415	76.5	2888	23.5
	864			6960	817	595		800		799	11184	8559	76.5	2625	23.5

No Traffic One Way Street
No Traffic One Way Street
No Traffic One Way Street
No Traffic One Way Street

SUMMARY BY LEGS

North	East	West	South
241	37	59	213
450	138	195	409
592	195	246	639
449	109	132	458
434	128	171	437
501	132	166	545
667	255	255	747
662	164	202	664
344	116	118	358
636	169	207	634
766	248	304	798
829	330	335	932
491	173	198	522
427	195	235	475
312	92	136	346
372	80	126	382
8990	2818	4263	9415
8173	2561	3075	8559

PEDESTRIANS USING CROSSWALKS

Crossing Riverside (North / East)	Crossing Jackson (West / South)
1	3
6	16
15	5
5	9
1	3
-	5
5	7
-	6
3	16
8	41
27	46
9	63
4	8
2	12
3	12
2	10
91	262

Riverside St. is North and South
Jackson St. is East and West

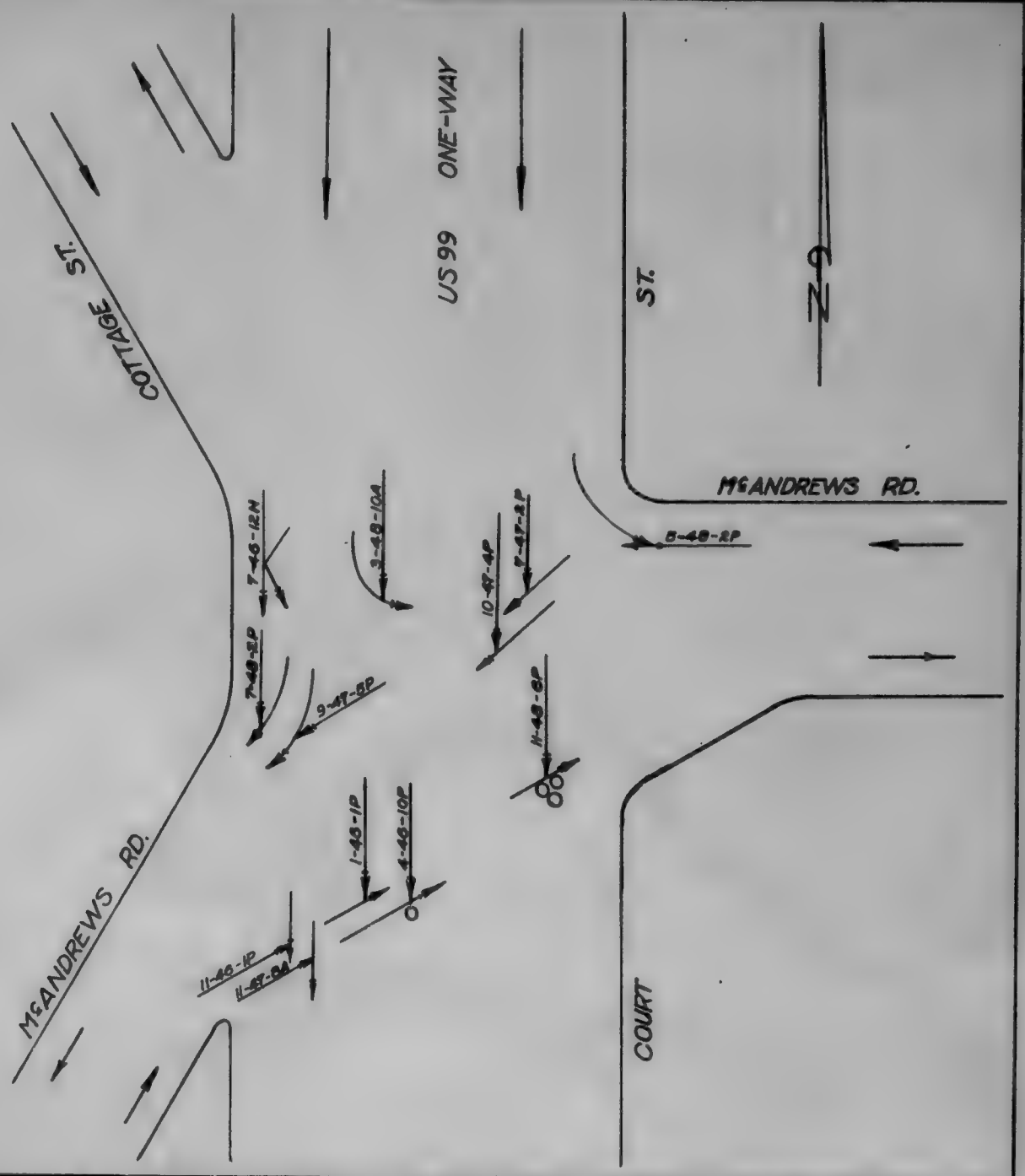
Tabulated by
Computed by
Checked by
Checked by

Oregon State Highway Department
Traffic Engineering Division
Accident Analysis
COLLISION DIAGRAM

City of MEDFORD County JACKSON
Intersection of COURT and McANDREWS & COTTAGE
Highway Number US 99
Period Covered 1-1-46 12-31-48
Compiled by R.W.C. Drawn by D.G. Date MAY 1949

LEGEND

- Person Killed
- Pedestrian Killed
- Person Injured
- Pedestrian Injured
- Property Damage Only
- Collision – Rear-end
- Collision – Head-on
- Collision – Sideswipe
- Path of Pedestrian
- Path of Vehicle
- Path of Animal
- Vehicle Moving
- Vehicle Stopped
- Vehicle Backing
- Properly Parked
- Improperly Parked
- Vehicle Overturned
- Vehicle Skidded

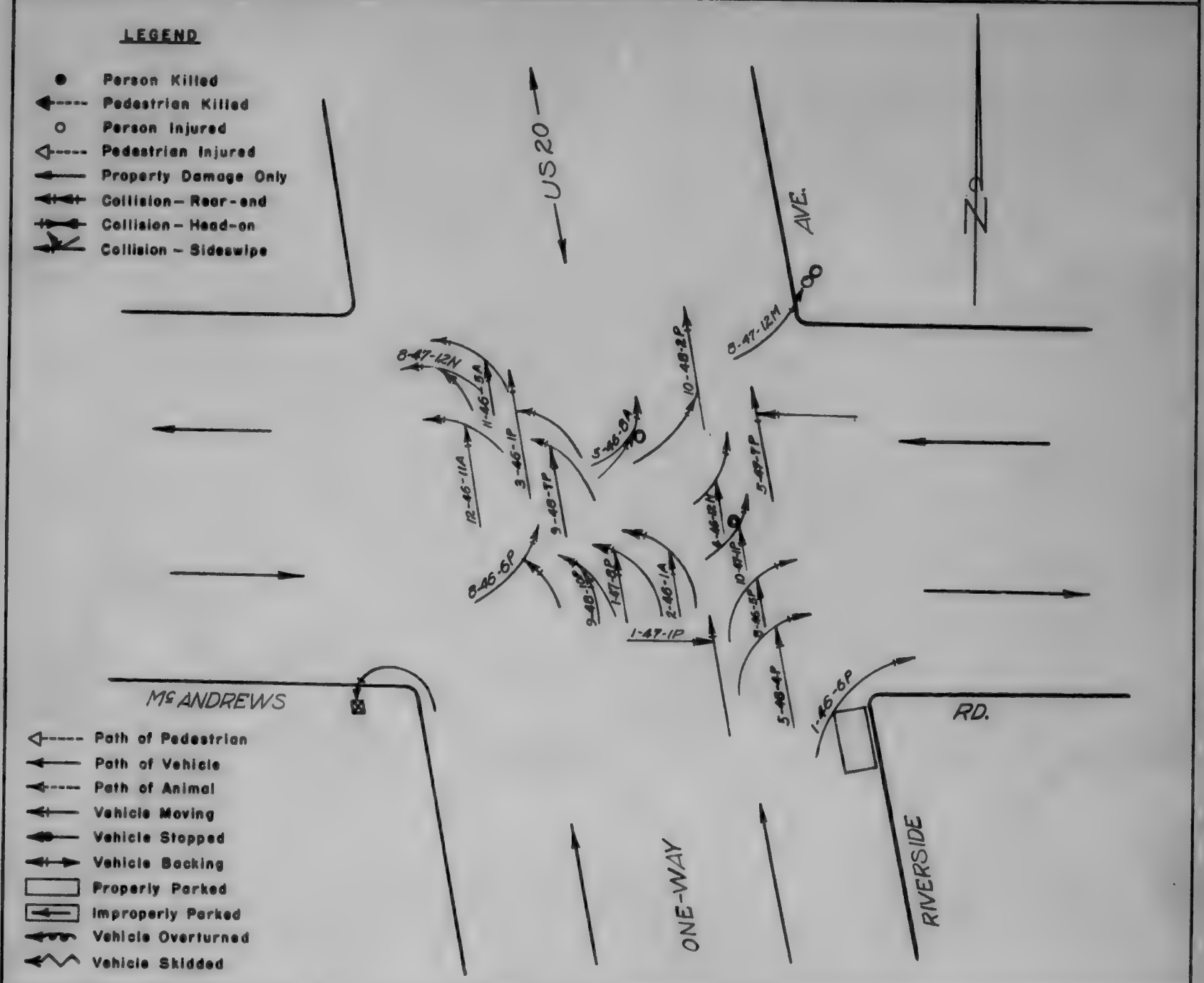


Collision Type	1946				1947				1948				TOTAL							
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle		1	2	3			3	3		1		1		2	5	7				
Head-on																				
Rear-end																				
Sideswipe			1	1			1	1							2	2				
Turning Movement											3	3			3	3				
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian																				
Backing																				
Misc.																				
TOTAL		1	3	4			4	4		1	3	4		2	10	12				

Form E-261—2M—11-48

Oregon State Highway Department
Traffic Engineering Division
Accident Analysis
COLLISION DIAGRAM

City of MEDFORD County JACKSON
Intersection of RIVERSIDE and McANDREWS
Highway Number US 99
Period Covered 1-1-46 to 12-31-48
Compiled by R.W.G. Drawn by D.G. Date MAY 1949

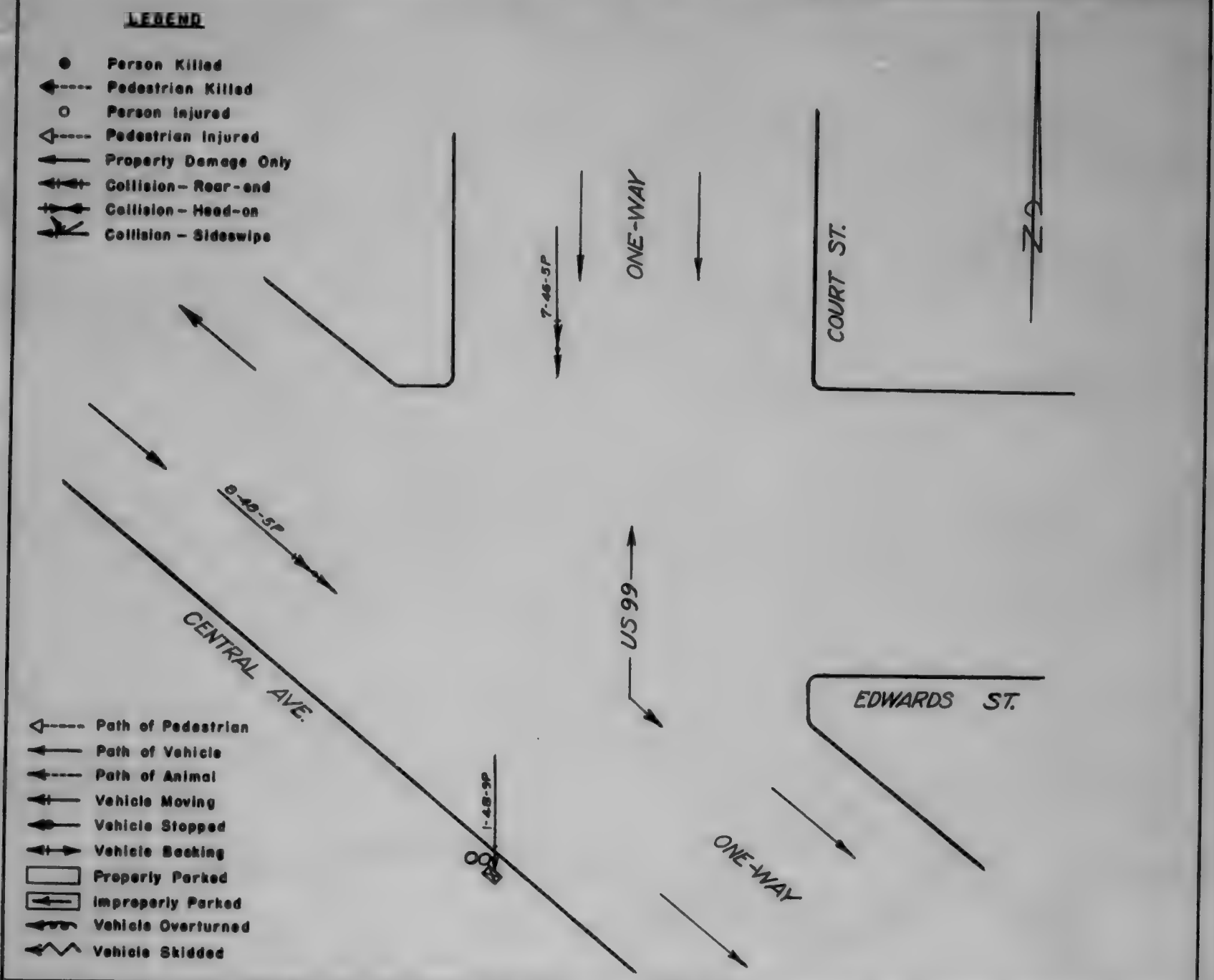


Collision Type	1946				1947				1948				TOTAL							
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle							2	2							2	2				
Head – on																				
Rear – end																				
Sideswipe																				
Turning Movement		1	8	9		1	2	3			4	4		2	14	16				
Parking																				
Non – collision						1		1						1		1				
Fixed Object			1	1											1	1				
Pedestrian																				
Backing																				
Misc.																				
TOTAL		1	9	10		2	4	6			4	4		3	17	20				

Form E – 261 — 2M — 11-45

Oregon State Highway Department
Traffic Engineering Division
Accident Analysis
COLLISION DIAGRAM

City of MEDFORD County JACKSON
Intersection of CENTRAL and COURT & EDWARDS
Highway Number US 99
Period Covered 1-1-46 12-31-48
Compiled by R.W.G. Drawn by D.G. Date MAY 1949



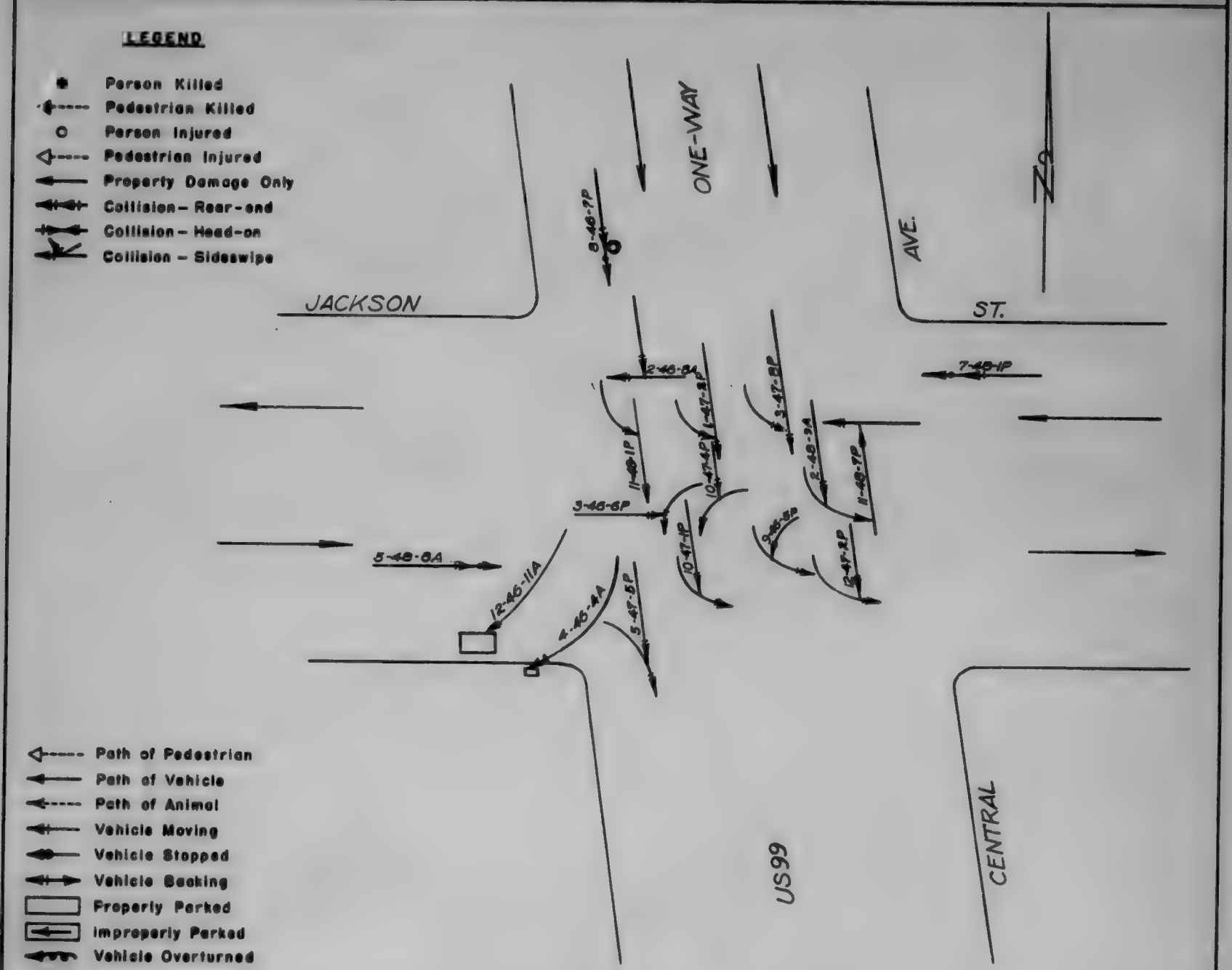
Collision Type	1946				1947				1948				TOTAL							
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle																				
Head – on																				
Rear – end			1	1							1	1			2	2				
Sideswipe																				
Turning Movement																				
Parking																				
Non – collision																				
Fixed Object										1		1		1		1				
Pedestrian																				
Backing																				
Misc.																				
TOTAL			1	1				0		1	1	2		1	2	3				

Form E – 261 — 2M — 11-48

Oregon State Highway Department
Traffic Engineering Division
Accident Analysis

COLLISION DIAGRAM

City of MEDFORD County JACKSON
Intersection of CENTRAL and JACKSON
Highway Number US 99
Period Covered 1-1-46 12-31-48
Compiled by RWG Drawn by DG Date MAY 1949



Collision Type	1946				1947				1948				TOTAL							
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle			1	1							1	1			2	2				
Head-on																				
Rear-end		1		1							2	2		1	2	3				
Sideswipe																				
Turning Movement			3	3			6	6			2	2			11	11				
Parking																				
Non-collision																				
Fixed Object			1	1											1	1				
Pedestrian																				
Backing																				
Misc.																				
TOTAL		1	5	6			6	6			5	5		1	16	17				

Form E—261—2M—11-48

Oregon State Highway Department
Traffic Engineering Division
Accident Analysis

COLLISION DIAGRAM

City of MEDFORD County JACKSON
Intersection of RIVERSIDE and JACKSON
Highway Number US 99
Period Covered 1-1-46 12-31-48
Compiled by _____ Drawn by _____ Date _____

Collision Type	1946				1947				1948				TOTAL							
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle							2	2			1	1			3	3				
Head-on															1	1				
Rear-end			1	1																
Sideswipe											4	4		1	8	9				
Turning Movement		1	2	3			2	2												
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian																				
Backing																				
Misc.																				
TOTAL		1	3	4			4	4			5	5		1	12	13				

Form E-261—2M—11-48

17-1009 Redwood Junction Sec. of 1949
Pacific Highway

#3216

RECEIVED
JAN 10 1951
FOR FILING
17-1007
3216

January 9, 1951

The Aetna Casualty and Surety Company
308 Yeon Building
Portland, Oregon

Attention: Mr. H. B. Atterbury

Gentlemen:

Final payment on State Highway Contract No. 3216 with R & M Construction Company was made on December 27, 1950, in the amount of $491.63.

This is in reply to your letter of January 5, 1951, regarding Bond No. 42 S 10502.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

THE ÆTNA CASUALTY AND SURETY COMPANY
HARTFORD, CONNECTICUT
AFFILIATE OF
ÆTNA LIFE INSURANCE COMPANY
THE AUTOMOBILE INSURANCE COMPANY
THE STANDARD FIRE INSURANCE COMPANY

PORTLAND OFFICE
HAYWARD ANDREWS, MANAGER
308 YEON BUILDING

PORTLAND 4, ORE.
January 5, 1951

Oregon State Highway Commission
Salem, Oregon

Attn: H. B. Glaisyer, Secretary

Re: Bond 42 S 10502
R & M Construction Co.
Contract No. 3216

Gentlemen:

On November 27, 1950 you advised us the captioned contract had been completed and the final payment would be made to the contractor some time after December 7, 1950. In order that we may close our file on this subject, would you kindly advise if the final payment has been made and the amount thereof?

Yours very truly,

W. H. Eagleton
Supt. Fidelity & Surety Dept.

By H P Atterbury

HPA:fc

H491.63

guess not yet

BANK AND AGENT AUTO PLAN

RECEIVED
DEC 27 1950
FOR FILING

17-1009

3216
(CONTRACT NO.)

OREGON STATE HIGHWAY COMMISSION
(date)
Dec. 22, 1950

(EST. NO.)	(CONTRACTOR)
7-final	R. & M. Construction Co.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
20453	25842	$ 491.63	12/21/50

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: Sep. 30, 1950

Time Extensions: None required

Completion Date: Sep. 30, 1950

Date Accepted: Nov. 9, 1950

Penalties: None of record

Claims: None of record

Remarks:

Date: 12-27-50

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: DEC 27 1950
A. A. Wahlander

NOTED ON CARD
12-27-50

RECEIVED
NOV 28 1950
FOR FILING

17-1007

3216

November 27, 1950

The Aetna Casualty & Surety Co.
Portland Service Dept.
308 Yeon Bldg.
Portland 4, Oregon

Gentlemen:

Please be advised that State Highway Contract No. 3216, for work on the Redwood Junction Section of the Pacific Highway in Josephine County, has been completed by the contractor, R & M Construction Co., and that final payment in the amount of $491.63 will be made on or after December 7, 1950.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

For your information we wish to advise that the total contract amount is $16,096.52, and that no force account work was performed on the job. This contract was completed on September 30 and accepted by the Commission on November 9, 1950.

We are sending you this notice as your Company is surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

gl

Secretary

cc: Mr. G. Cyrus Bishop
319 Yeon Bldg.
Portland 4, Oregon

NOTED ON CARD

11-27-50

RECEIVED
NOV 14 1950
FOR FILING

17-1007
3216
3216

November 8, 1950

R & H Construction Co.
Central Point
Oregon

Dear Mr. Robinson:

Your letter of November 2 requested authority to substitute a 3 to 4 foot grade of Incensenders for the 4 to 5 foot grade specified in the Redmond Junction Grading, Paving and Landscaping Job, State Project No. 17-1007.

As we know of no sources where the 4 to 5 foot grade of Incensenders is now available, it will be satisfactory to substitute a 3 to 4 foot grade which you state to be available. We will, however, expect that you insist on getting the heaviest stock in this grade so as to approach as nearly as possible the size called for in the specifications.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

M. C. Williams
Assistant State Highway Engineer

cc: Mr. K. D. Lytle
Mr. S. H. Probert
Mr. Mark H. Astrup

MHA:be

Central Point, Oregon
November 3, 1950

Oregon State Highway Commission
Landscaping Dept.
Old High School Bldg.
Salem, Oregon

Mr. Astrup:

In regards to the seven incense cedars at Grants Pass, the nursery from which we are to get these trees are unable to locate the 4/5 grade as specified. They have available some nice 3/4 grade.

We would like to know if this change of leneth would meet with your approval. Please let us know by return mail as we would like to get these in.

Very truly yours

R & M Construction Co.

John S Rafn

11/6/50

RECEIVED
STATE HIGHWAY COMMISSION

RECEIVED
NOV 3 - 1950
FOR FILING

17-1007

3216

November 2, 1950

The Aetna Casualty & Surety Co.
Portland Service Dept.
308 Yeon Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to make semi-final payment to R. & M. Construction Co. on contract No. 3216, covering the Redwood Junction Section of the Pacific Highway in Josephine County. This payment, in the amount of $7,087.74, will be made on or after November 13, 1950. The retained percentage is $482.63.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

el

cc: Mr. G. Cyrus Bishop
319 Yeon Bldg.
Portland 4, Oregon

NOTED ON CARD
11-2-50

Form E-1—636—7-49

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 30th., 1950 19

Section Redwood Junction

Kind of work Grading, Paving and Landscaping

Highway Pacific

Section prefix 17 - 1009

Contractor R and M Construction Co.

Contract number 3216

Date of contract September 19th., 1949, 19

Date of completion September 30th., 1950, 19

Date work started ~~Mar~~ February 9th., 1950, 19

Estimated date of completion September 30th., 19 50

Amount of contract . . . . . $ 15,579.00

Per cent of time elapsed 100% %

Estimated cost of completed project, exclusive of engineering . . . . . $ 17,563.16

Per cent of contract completed, based on total contract price . . . . . 100% %

Engineering cost to date $ 1,572.00, 9.22% %

Date project was completed , 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor spent week with small crew cleaning up and working shoulders. Removed shop and other debris.

Completed project Satirday of this week.

NOTED

E. M. [illegible]

Signed [signature]

Address P. O. Box 306, Grants Pass, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

NOTED

B. A. MARTIN

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.14	0.14			0.14
Miles partially completed	0.14	0.14			0.14
Miles completed	0.14	0.14			0.14
Total estimated quantities	360	160			430 Tons
Estimated quantities moved or placed to date	360	160			430 Tons
Average daily quantities Past Week	None	None			None
Average daily quantities necessary to complete project on time	None	None			None
Number shifts per day	1	----			-----
Hours per shift	8	-----			-----
Average force on project for week	8	----			------

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....1....., Sheep-foot rollers .....Truck 1. ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Cloudy		
Monday	Showers		
Tuesday	Rain		
Wednesday	Fair		
Thursday	Fair		
Friday	Fair		
Saturday			

RECEIVED
OCT 2 - 1950
OFFICE OF
CONSTRUCTION ENGINEER

State Printing Dept. 32871

RECEIVED
MAY 23 1950
FOR FILING

17-1009

3216

May 18, 1950

[illegible]
P. O. Box 1679
Central Point, Oregon

Gentlemen:

Subject: Contract No. 3216
Grading, Paving and Landscaping
Medford Junction, Pacific Highway

Due to your inability to obtain Scarlet Oaks in accordance with the specifications of the subject contract, the request contained in your letter of May 11th to substitute 18 Pin Oaks for the Scarlet Oaks is approved.

The specification of size and grade given for Scarlet Oaks will be required in the substituted Pin Oaks.

Very truly yours,

H. H. Baldock
State Highway Engineer

cc: H. O. Smith
S. H. Probert
H. L. Ashley
H. D. Lytle (2)

MHA:be

Central Point, Ore.
May 11, 1950

Mr. Mark H. Astrup
Landscape Engineer
Highway Dept.
Salem, Ore.

Dea r Sir:

We would like permission to change the planting of eighteen (18) scarlet Oak trees to eighteen Pin Oak trees on the Redwood Junction Highway job in Josephine County.

The reason for this request is due to the fact that to the best of our knowledge Scarlet Oak trees are un-attainable, while Pin Oaks are attainable.

Yours truly

R & M Construction Co.

John B. Robison

Eff 5/15/50

RECEIVED
OCT 18 1949
FOR FILING
17-1009
3216

October 17, 1949

B & B Construction Co.
P. O. Box 1673
Central Point
Oregon

Gentlemen:

We enclose herewith, for your records and files, two fully executed copies of contracts which were awarded to you on September 19, 1949 by the State Highway Commission, as follows:

Contract No. 3216, for grading, paving and landscaping on the Redwood Junction Section of the Pacific Highway in Josephine County.

Contract No. 3221, covering guard rail and eight posts on the Troutdale-Dodson Section of the Columbia River Highway in Multnomah County.

Executed copies of the above contracts are also being sent to the surety on your bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls. 2

10/17/49

RECEIVED
SEP 26 1949
FOR FILING

17-1009
3216

September 23, 1949

B. & M. Construction Co.
c/o John B. Robison
P. O. Box 1673
Central Point, Oregon

Gentlemen:

The State Highway Commission on September 19, 1949, awarded you the contract for paving and landscaping the Redwood Junction Section of the Pacific Highway in Josephine County. This award was based on your low bid of $16,579.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

bs

cc - S. H. Probert
Mark Astrup

18-3416 Fort Klamath Maintenance 1949
Building
#3217

RECEIVED
JAN 17 1950
FOR FILING

18-3416

3217

Enoch I. Maers
(Contractor)

Vou. 22685

Contract No. 3217 Est. No. 2-final

Warrant No. 366074 Date 1/13/50

$ 6,172 05

The above warrant in payment of FINAL ESTIMATE on above contract has been received and will be held by the Accounting Division until authority to release is received.

Accepted 12-19-49

Time Extensions None

Claims None

Remarks:

1-17-50 rgl

Date: 1-17-50

Release of the above warrant is hereby authorized.

Warrant mailed, (date _____

RECEIVED
JAN -4 1950
FOR FILING

18-3416

3217

December 22, 1949

Glens Falls Indemnity Co.
Pacific Coast Dept.
Mills Tower
San Francisco, Calif.

Gentlemen:

This is to advise you that State Highway Contract No. 3217 for Constructing Maintenance Building in the Fort Klamath Section, Klamath County, has been completed by the contractor, Enoch I. Smern, and that final payment in the amount of $6,172.05 will be made after acceptance by the Commission.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $12,673.60 and that no force account work was performed on this project. This contract was completed on December 12, 1949, but has not as yet been accepted by the Commission.

This notice is sent to you because you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

FH

cc - Glens Falls Indemnity Co.
Glens Falls,
New York

Glens Falls Indemnity Co.
Ken Potts Insurance Agency
229 N. Liberty
Salem, Oregon

NOTED ON CARD
12-22-49, jr

RECEIVED
OCT 11 1949
FOR FILING

18-3416

3217

October 10, 1949

Mr. Enoch I. Maars
478 Garth St.
West Salem, Oregon

Dear Sir:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3217, which was awarded to you on September 19, 1949 by the State Highway Commission, covering Fort Klamath Maintenance Building in Klamath County.

An executed copy of this contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

cl
encl. 1

Recorded

RECEIVED
AUG 8 1949
FOR FILING

F 11-3416
3217

File

Salem, Oregon
August 5, 1949

Mr. E. A. Collier

At the August meeting, the Highway Commission approved the construction of standard equipment storage buildings at Fort Klamath on a lot which we have under option from Frank Edwards, and at Stayton on our stock pile adjacent to the highway, approximately one-half mile north of town, at the total estimated cost of $35,000.

W. W. Stiffler

WWS:er

cc: G. S. Paxson
M. H. Hendee

4-5

FORM E-00 REV 1-00 20000

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 28, 1949

SUBJECT: R 15460
Headquarters - Ft. Klamath

To: Mr. W. W. Stiffler
Assistant State Highway Engineer
O F F I C E

Dear Sir:

Mr. Cooper reports that an option has been secured on the site at Ft. Klamath, for $650.

Perhaps the letter of July 26th to the Commission should be revised for this.

We are recommending purchase of the site at this price, and construction of building as soon as possible.

Very truly yours,

E. A. Collier
Maintenance Engineer

EAC:IH

NOTED
W. W. STIFFLER

ok
aug Agenda.

Salem, Oregon
July 1, 1949

Mr. I. A. De France

Your report under date of June 23, on the subject of securing authority from the State Highway Commission to construct an equipment storage building as headquarters for maintenance crews at Stayton and Fort Klamath, arrived too late to be included in the agenda for the Commission meeting scheduled for June 27-28.

The request of the Santiam Hardware and Implement Company, and the reasons advanced for the same, that we construct our own building in Stayton and release the leased quarters to the Implement Company on or about November 1, 1949, under the conditions which Mr. Neitling has suggested, will be referred to the Commission at their August meeting scheduled for the first and second days.

We should have a further report in about two weeks, with some comment on the possibility of securing rented headquarters at Fort Klamath, especially in view of the fact that we have not acquired a building site.

W. W. Stiffler

WWS:er

cc: F. D. Eason
F. W. Farrar
Santiam Hardware & Implement Co.
Stayton, Oregon
(c/o Chris. E. Neitling)

RECEIVED
JUL 2 - 1949
FOR FILING
18-3416

July 26, 1949

Oregon State Highway Commission

Gentlemen:

I herewith recommend the construction of two standard buildings approximately 30' x 64' to house equipment and supplies for certain maintenance crews at Fort Klamath and Shayton, Oregon. The total estimated cost, including grading, surfacing, fencing, gas pumps, oil meters, is $31,000. It would be necessary to finance both projects from Capital Outlay reserves.

1. Fort Klamath. You may recall that, on February 24, I reported that a fire at Fort Klamath completely destroyed the rented equipment-storage headquarters and our equipment and tools, the latter having a replacement value of $11,900. We recovered $10,211 from the State Insurance Fund.

We have investigated the possibility of renting headquarters, but find there is no suitable property available in this small town. This section headquarters is responsible for the maintenance of 78 miles of state highway, which justifies a headquarters at that location. A suitable building site, consisting of 1.35 acres owned by Frank Edwards of Fort Klamath, has been located and Mr. Edwards indicates his willingness to sell the property at a reasonable price. The valuation is $470. The right-of-way option have not been secured but will be before you next month. In the meantime, would appreciate your authority to design the building.

2. Shayton, Oregon. This headquarters is responsible for 96 miles of state highways, which will be increased by 12 miles upon completion of the North Santiam Highway between Niagara and Detroit. For several years, we have been renting headquarters in Shayton and, since January 27, 1947, under lease agreement with L. C. and Velora Harmon. The lease agreement expires November 30, 1949. It does, however, contain an option to renew the lease for two additional years upon the same terms. However, in October last year, the property was sold by the Harmons to Orrie. Spilling. the sale being handled by W. H. Bell, attorney and realtor. It appears that, when the property changed hands, Mr. Spilling was not advised that our lease agreement contained the above-mentioned extension clause, which he has only recently discovered.

Mr. Botting is a distributor for the International Harvester Company, and purchased the property for the purpose of establishing an adequate repair shop for tractors and farm equipment, as required by the parent company, otherwise his franchise is subject to cancellation. Under date of May 18, 1949, he has appealed to the Highway Commission (copy of his letter attached) to consider his predicament, and has even gone so far as to offer us a bonus of $250 to vacate the property by November 1, which is approximately the expiration date of our lease. This sum is equal to approximately one year's rental according to the present lease.

There is no other property in Stayton which could be rented for headquarters. We have a suitable stock-pile site containing about five acres approximately one-half mile north of the city, which is adjacent to the proposed relocation of the North Santiam Highway if and when it is constructed sometime in the future. Therefore, I would suggest that we construct a standard building on our property and arrange to vacate the leased property at the expiration of our lease.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.

WWStier hl ms

cc Mr. W. C. Williams
Mr. W. W. Stiffler
Mr. E. A. Collier

FORM S-80 REV 1-49 20053

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 19, 1949

SUBJECT: Fort Klamath Headquarters

To: Mr. W. W. Stiffler
Assistant State Highway Engineer

Dear Sir:

Mr. Edwards reports that he has investigated the possibility of renting headquarters at Fort Klamath suitable for a maintenance station. He reports that there is nothing available for rental. He has located, however, a site which he recommends we purchase for the purpose of constructing an equipment storage headquarters. The property descriptions and other necessary information have been turned over to Mr. Smith for purchase. As stated in our letter of June 23, we recommend that authority be obtained to construct a standard 5-bay maintenance station at Stayton and at Fort Klamath. It is estimated that the cost at each location will be $18,000.

84' x 30

Very truly yours,

Stayton 94 Miles
Fort Klamath 78 "
Chiloquin 52 "

I. A. DeFrance
Assistant Maintenance Engineer

IAD/bm

RECEIVED
JUL 8 1949
FOR FILING

File

18-3416

Salem, Oregon
July 7, 1949

Mr. H. G. Smith

Herewith the original vicinity map on cloth, together with property descriptions, Statement of Information, and authorization forms, covering 1.35 acres of land in Fort Klamath, owned by Frank Edwards, Fort Klamath, Oregon, which we desire to purchase for the purpose of constructing an equipment storage headquarters.

The purchase of the site has been approved by the Highway Commission.

W. W. Stiffler

WWS:er

Encl.

cc: Forrest Cooper
R. H. Smith

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 6, 1949

SUBJECT:

To:

Mr. W. W. Stiffler
Assistant State Highway Engineer

Dear Sir:

In connection with the proposed construction for maintenance headquarters to replace the one which was razed by fire recently at Fort Klamath, we submit herewith the following data:

1 tracing cloth sketch map
2 copies of a Metes and Bounds Description
2 copies of Original Authorization for Negotiation
2 copies of Statement of Information,

covering a 1.35 acre tract of land owned by Frank and Bertha Edwards, address Fort Klamath. This piece of property is to take the place of a previous selection which we were unable to secure from Mr. Harry Kearson.

Very truly yours,

R. M. Smith
Assistant Maintenance Engineer

RMS:AE
Enc. 7

NOTED
W. W. STIFFLER

FORM E-30 25M 1-49 88088

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 23, 1949

SUBJECT: Maintenance Buildings at Stayton and Fort Klamath

To: Mr. W. W. Stiffler
Assistant State Highway Engineer

Dear Sir:

Herewith a letter from Santiam Hardware and Implement Company of Stayton relative to the building which we occupy at Stayton. They state that their franchise with the International Harvester Company obligates them to set up a repair shop and that they purchased the building that we occupy for this purpose, unaware of the fact that we had a lease on it. Apparently no other building is available to them and they have made an offer to pay us $250.00 if we could expedite the construction, which we propose at Stayton, and permit them to occupy their own building by November 1 of this year.

We own a stockpile site at the north limits of Stayton which is suitable for a maintenance station site and it would be possible to have plans prepared and this building constructed so that we could occupy it by November 1, if authority to do so was obtained immediately. A maintenance station, such as we will need at Stayton, will cost around $18,000 including a five bay standard building, gas pumps and driveways.

In this same classification, there is the necessity for constructing a maintenance station at Fort Klamath. This project is held up now for the location of a suitable site which we can purchase but, if we are able to complete the purchase, we could well justify the immediate planning and construction of a building for Fort Klamath without waiting for the beginning of the next budget year. The maintenance station at Fort Klamath will probably cost the same amount as the proposed station at Stayton.

Very truly yours,

I. A. DeFrance
Assistant Maintenance Engineer

IAD/bm
Encl.

SANTIAM HARDWARE & IMPLEMENT COMPANY

Chris. E. Neitling

Stayton, Oregon

COPY

May 18, 1949

Oregon State Highway Commission
Salem, Oregon

Att. F. W. Farrar

We are writing you at this time regarding the matter of the building that you are using for your storage headquarters in Stayton, which we recently purchased from the Liermans.

At the time we purchased the building we were led to believe that you would soon vacate the building and that we could have possession some time in 1949. We realized later that your lease does not expire until 1951.

Our implement distributor, International Harverster Co. have asked us to either set up an adequate repair shop to repair tractors and farm equipment or surrender our franchise, at the time we purchased the building from Lierman it was our intention to use the part of the building that is leased to you for our repair shop.

It would be a great loss to us and would set us back many years in our business to lose our implement franchise, therefore we are appealing to you to let us have this building sometime this year.

We understand that you have been planning for sometime to build a suitable headquarters in Stayton. It would be a great help to us in saving our franchise if you could build a new building this summer and vacate the one that you are now using so that we could have possession before winter sets in.

This is a very serious matter with us and we need this building so badly that if you could vacate by the 1st of Nov. 1949, we would pay you $250.00 Two Hundred Fifty dollars.

Kindly let us know at your earliest convenience if you can do anything for us in this matter.

Very truly yours,

Santiam Hardware & Implement Co.

Chris. E. Neitling (Sgd.)

OREGON STATE HIGHWAY COMMISSION

DESCRIPTION OF METES AND BOUNDS

Description of Property to be PURCHASED
(Purchase, Lease or Easement)

for use as Highway Maintenance Station site
(State purpose for which property is to be used)

Description prepared by L.V.B, June 21, 19 49; Checked by ....., ..., 19.....

Owner Frank Edwards

Fort Klamath Section, Crater Lake Highway.

A parcel of land lying in the NW ¼

of Section 22, Twp. 33S, R. 7 ½ E, W. M.,

Klamath County, Oregon, and being a portion of the following described property:

That tract of land which was conveyed by that certain deed to Frank Edwards,

recorded in Book ....., Page ..... of ..... County Record of Deeds.

The said parcel being described as follows: Beginning 30.0 feet north of the E. W. corner of block 10 of Hessigs addition to Ft. Klamath, Klamath County, Oregon Said point being the intersection tha the East line of Hessig Street and the centerline of an abandoned portion of fifth st., said point also being 1609.33 feet south and 870.0 feet East of the North West corner of Section22, Twp 33s., R 7½ E., W. M.; thence East 390.0 feet; thence north 160.0 feet to point of beginning. Said parcel being all of lots 1, 2, 7, 8, 9, and portions of lots 3 and 6, Block 10 and vacated portions of Pine st and Fifth st. all in Hessig's addition to Fort Klamath, Klamath County, Oregon

Section, Crater Lake Highway.

A parcel of land lying in the NW ¼

of Section 22, Twp. 33S, R. 7 ½ E, W. M.,

Klamath County, Oregon, and being a portion of the following described property:

That tract of land which was conveyed by that certain deed to Frank Edwards,

recorded in Book ....., Page ..... of ..... County Record of Deeds.

The said parcel being described as follows: Beginning 30.0 feet north of the N. W. corner of block 10 of Hessigs addition to Ft. Klamath, Klamath County, Oregon Said point being the intersection the the East line of Hessig Street and the centerline of an abandoned portion of fifth st., said point also being 1609.33 feet south and 870.0 feet East of the North West cornar of Section22, Twp 33s., R 7½ E., W. M.; thence East 390.0 feet; thence north 160.0 feet to point of beginning. Said parcel being all of lots 1, 2, 7, 8, 9, and portions of lots 3 and 6, Block 10 and vacated portions of Pine st and Fifth st. all in Hessig's addition to Fort Klamath, Klamath County, Oregon

The parcel of land to which this description applies contains 1.35 acres, of which 0 acres lie within the existing right of way, title to which hereby is acknowledged to be in the public, and 1.35 acres lie outside of the existing right of way.

STATE PRINTING DEPT.

M E-29—6M—12-46

OREGON STATE HIGHWAY COMMISSION

Salem, Oregon

ORIGINAL AUTHORIZATION FOR NEGOTIATION

Date June 21, 19 42

R/W Serial No. .....

Highway Crater Lake County Klamath

Section Fort Klamath Extreme Limits, Sta. ..... to Sta. .....

Name of Owner Frank Edwards Address Fort Klamath, Oregon

Agent's Name and Address .....

☒ Purchase, ☐ Lease, ☐ Easement of 1.35 Acres ..... Sq. Feet

Subdivision NW ¼ Section 22 Twp. 33S. Range 7 ½ E W. M.

City Fort Klamath Addition Hessig Block 10 Lot 1-2-7-8-9 and portions of lots 3-6 and vacated portions of pine St. and 5th. st

Property to be acquired by ☒ State, ☐ County, ☐ City for the following purpose:

Highway Maintenance Station Site

Estimated approximate cost: $.....

Option ..... taken for ..... months. Beginning .....

Property is ☐ undeveloped, ☒ pasture, ☐ cleared, ☐ farm, ☐ suburban, ☐ city, ☐ cultivated.

Width of Right of Way to be taken:

..... of Center Line ..... ft., width ☐ uniform ☐ variable, maximum ..... ft.

..... of Center Line ..... ft., width ☐ uniform ☐ variable, maximum ..... ft.

Recommended for Approval

H. E. Rennells
Division Engineer

E. O. Curtis
Construction Engineer

Submitted by

[signature]
Engineer

APPROVED

[signature]
State Highway Engineer

Date .....

Salem Map File No. .....

STATE PRINTING DEPT.

8

Form E-47—6M

OREGON STATE HIGHWAY COMMISSION

Salem, Oregon

STATEMENT OF INFORMATION

R/W File No. .....

Statement of information regarding property from which a parcel is to be acquired by ☒ purchase ☐ lease for use as Highway Maintenance Station Site

(Purpose for which property will be used)

Highway Crater Lake	Date June 21, 1949
Section Fort Klamath	Subdivision NW ¼
County Klamath	Section 22 Twp. 33S Range 7 ½ E
City Fort Klamath	Lot 1-2-7-8-9 and portions 3-6 and vacated portions of Pine St. and Fifth St. Block 10
Addition Hessig	Near Mile Point

Present Owner Frank and Bertha Edwards Address Fort Klamath, Oregon

Grantor (Previous Owner) Joseph and Elizabeth Hessig Box 110

Deed Dated	Deed Recorded	Book	Page
June 24, 1944	August 18, 1947	210	161
		87	346
		90	274
		71	164

Assessed Valuation: Land $ See below Improvements $

Taxes are delinquent for years 19 Taxes paid last 1948

Remarks:

The above data obtained from Klamath County Records by L V B

Description of Property Described in Said Record

Lots 1, 2, 3, 4, 5, 6, 7, 8, 9

Assessed Valuation:

Lots 1, 2, 3, 4, &pd vacated portions Pine st and Fifth St— $160.00

Lots 5 $40.00

Lots 6, 7, 8, $120.00

Lots 9 50.00

NOTED

RECEIVED
MAY 2 - 1949
FOR FILING

FILE
8-5416

Salem, Oregon
May 2, 1949

Mr. E. A. Collier

You have a copy of Mr. De Souza's letter under date of April 26, right of way file R 15342, indicating practical impossibility for the purchase of a maintenance headquarters site in Fort Klamath from Mr. Kearsom, through the Klamath Indian Agency.

Please attempt to locate an alternate suitable building site.

W. W. Stiffler

WWSmr

cc: J. V. De Souza

FORM S-80 10M 10-48 20007

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 28, 1949

SUBJECT: Our File R 15342

To: Mr. W. W. Stiffler
Assistant State Highway Engineer

O F F I C E

Dear Mr. Stiffler:

On March 3 you sent a communication to Mr. H. G. Smith requesting the acquisition of a tract of land at Fort Klamath to be acquired as a site for equipment storage headquarters.

This acquisition was assigned to Mr. Cozad and under date of March 22 he advised that owing to snow conditions and the absence of Mr. Kearson from that part of the State he had been unable to make any progress.

This is trust patent land and the forms of option were left by Mr. Cozad with Mr. Thorenson at the Klamath Agency. Under date of April 19 Mr. Raymond H. Butney, Superintendent, addressed a communication to Mr. Cozad reading as follows:

> "This has reference to the Real Estate Option forms you left in this office sometime ago covering land owned by Harry Pearson on which the State Highway Commission desired to establish a maintenance site.
>
> "You are advised that Mr. Pearson, owner of the land, was contacted, and he stated that he did not wish to sell this land as he intended to build his home on this site at some future date. We are therefore returning the Real Estate Option forms to you."

In view of the fact that this purchase will have to go through the Indian Service and there is a definite objection to the sale it does not seem that we will be able to get very far with the purchase.

Your further advise in the matter is requested.

Very truly yours,

J. M. DEVERS

By J. W. DeSouza
J. W. DeSOUZA
Assistant Counsel

cc - H. G. Smith
E. A Collier
R. W: Cozad

JWD:ma

W. W. STIFFLER

Salem, Oregon
March 3, 1949

Mr. H. G. Smith

Herewith the Original Authorization for Negotiation, Statement of Information, a Notes and Bounds Description, a tracing and two prints, for a tract of land at Fort Klamath which the Highway Commission, at their last meeting, approved purchasing as a site for an equipment storage headquarters.

W. V. Stiffler

WVS:er

Encl.

cc: J. V. De Soura
E. A. Collier

FORM S-30K 10M 8-48 22304

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 24, 1949

SUBJECT:

To: Mr. W. W. Stiffler
Assistant State Highway Engineer
Oregon State Highway Commission
O F F I C E

Dear Mr. Stiffler:

Attached are three copies of a statement listing the small tools and miscellaneous materials lost in the Fort Klamath fire on January 18th, and their replacement cost totaling $1,099.91. This is in addition to the statement previously sent covering the equipment lost which totaled $11,905.79. The total amount of our claim against the restoration fund will therefore be $13,005.70.

This is for your use in formulating the claim.

Very truly yours,

I. A. DeFrance,
Assistant Maintenance Engineer

IAD:JB:ms
Enclosure -
cc: Mr. W. E. Chandler
Mr. Tom Edwards

SMALL TOOLS DESTROYED BY FIRE JANUARY 14, 1949
FORT KLAMATH EQUIPMENT SHED

No.	Description	Total Replacement Cost	No.	Description	Total Replacement Cost
1	Augers, Ship	$ 1.19	4	Lanterns, Kerosene	$ 5.88
10	Axes, D. B.	24.00	1	Level, Carpenter, wood	1.90
3	Bars, Crow	6.00		or steel frame	
1	Bars, Pinch or Wrecking	1.09	3	Mattocks, Cutter or Picks	2.31
1	Bits, Auger	.80	1	Measures, Oil, S S	3.28
3	Bits, Wood, All sizes	3.40	1	Meter, Neptune Trident	28.68
2	Blades, Brush, Grass Scythe	2.68	3	Nozzles, Gasoline, Pump,	12.60
4	Boots, Rubber, Pair	21.00		open type	
1	Braces, Carpenters Bit	5.08	1	Padlocks, Brass OSHD	3.10
3	Brooms, Fibre push	3.06	2	Peavies	7.50
2	Brooms, Smelter, Warehouse	1.80	3	Picks, R R	2.04
6	Brushes, Paint, All sizes	22.50	2	Pots, Asphalt Pouring	10.86
2	Cables, Tow. Not on inventory	10.00	4	Pruners, S H	12.68
2	Cans, Gasoline 5 gallon	7.28	1	Pumps, Barrel, Gear type,	14.38
6	Cans, Oil Squirt	2.28		Gas or Oil	
3	Chains, Dual. equip. 48-339	55.76	1	Pumps, 5 gallon	100.04
3	Canteens, 2 gallon	4.10	1	Pumps, Grease, Alemite	17.03
2	Chains, Single. equip 44-442	28.18	1	Raker, Asphalt	2.33
11	Chains, Log or Tow	110.00	3	Raker, Garden	6.03
5	Culvert, Cleaners	86.00	3	Saws, Crosscut	34.50
2	Drags, Broom road, Frame only	50.00	1	Saws, Hack Frames, only	.72
2	Extinguisher, Fire, 2½ gal.	17.70	1	Saws, Hand	2.88
3	Forks, Pitch Manure	5.40	25	Shovels L.H.	37.50
1	Funnels, All sizes	.75	14	Shovels S.H. Scoop	18.20
2	Grinders, Hand bench	10.64	6	Signs, "Slow" oc-8A-24	2.30
1	Guns, grease, alemite, Pump type	10.75	8	Signs, "Men Working" 29A-24	12.80
4	Guns, Grease, Hose	5.68	8	Signs, "Equipment in Road"	8.00
3	Hammer, Claw	3.12		OC-38-24	
1	Hammer, B. P.	.87	4	Signs, Ice OC-39A-24	9.76
1	Hammer, Rock	1.56	8	Signs, "Slow one Way Traffic	23.40
2	Hammer, Drill, Sledge or striking	2.78		Ahead" OC-47A-36	
5	Handles, C C	4.68	5	Signs, "Rough Road"	21.54
1	Heaters, Dover Airtight	2.98		OC-54A-30	
2	Hoes, Grub or Hazel	2.08	2	Snaths, Scythe	3.00
2	Hooks, Brush	4.10	1	Squares, Carpenter	1.55
2	Hooks, Cant	5.28	14	Standards, Sign Steel	50.00
3	Hose, Gasoline Pump	20.70	1	Stoves, Heating Tacoma	26.95
1	Kits, Vulcanizer, Shaler	4.78	1	Torches, Blow	7.30
5	Lanterns, Electric	8.75	6	Torches, Bomb flare	6.66
2	Lanterns, Gasoline	11.42	1	Machinist Bench	17.90
			3	Wedges, Falling and Splitting	4.50
			1	Wheelbarrows, Pneumatic Tire	20.00
			2	Wrench, Pipe, All sizes	4.76
				TOTAL	$1099.91

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
A. W. SCHAUPP, MEMBER
KLAMATH FALLS
BEN. R. CHANDLER, MEMBER
COOS BAY

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

February 21, 1949

IN REPLY PLEASE
REFER TO FILE

Oregon State Highway Commission

Gentlemen:

The replacement cost of the equipment destroyed by fire at Fort Klamath on January 12, 1949 is $11,905.79. We expect reimbursement from the State Restoration Fund.

The building in which the equipment was stored was rented. We are unable to secure another building for our headquarters in this small town. I recommend that we secure options for the purchase of a suitable building site. As soon as suitable property can be purchased, I will ask for authority to build a storage building.

This item will be on the agenda for the next regular meeting.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:bi
cc: W. W. Stiffler

O.K.ed by Comm.
Return To Stiffler
agenda

FORM E-30M 10M 8-48 52304

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 10, 1949

SUBJECT: Ft. Klamath Fire

To: Mr. W. W. Stiffler
Assistant State Highway Engineer

Dear Sir:

Mr. Halik has submitted the attached corrected statement showing the valuation of the equipment destroyed by fire January 12, 1949, at the Ft. Klamath equipment shed.

We are waiting on Mr. Edwards to furnish us a list of the small tools, building equipment, and materials such as oil, grease, paint and other material, that may have been destroyed. The gas pump, also, was a total loss. As soon as this information is received, we will forward it to you for use in formulating our claim to the Restoration Fund.

Very truly yours,

I. A. DeFrance
Assistant Maintenance Engineer

IAD/bm

cc W. E. Chandler
Tom Edwards

Equipment Destroyed by Fire January 12, 1949
Fort Klamath Equipment Shed

Dept. No.	Description		Replacement Cost
48-339	1-1/2 Ton	Ford Truck - Motor No. 87HT 62745	$ 2,268.95
44-442	4 Ton	Walter Truck " " 555166	8,330.38
29-753	8 Ft.	Baker Snow Plow (Blade Type)	284.66
32-748	10 Ft.	Commercial Iron Snow Plow (" ")	175.87
45-537	200 Gal.	Littleford Asphalt Kettle	749.03
40-683		Sander - Tag-a-Long Type 40-683	96.90
			$11,905.79

RAH/mr

FORM S-60 1SM 12-48 27060

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 17, 1949

SUBJECT: Purchase of Right of Way
Headquarters - Ft. Klamath

To: Mr. W. W. Stiffler
Assistant State Highway Engineer
O F F I C E

Dear Sir:

Herewith forms and sketch map for proposed maintenance site at Ft. Klamath.

The shed we were renting at Ft. Klamath burned January 12, 1949. Mr. Edwards reports that there is no other building available to rent.

Mr. Chandler recommends purchase, and I concur in his recommendation. $15,000

Very truly yours,

E. A. Collier
Maintenance Engineer

EAC:IH
cc
Enclosures
cc: Wm. E. Chandler
Tom Edwards

WWS File

OKE

SM—12-46

OREGON STATE HIGHWAY COMMISSION

Salem, Oregon

ORIGINAL AUTHORIZATION FOR NEGOTIATION

Date Jan. 31, 1949, 19

R/W Serial No.

Highway Crater Lake County Klamath

Section Fort Klamath-Crooked Creek Extreme Limits, Sta. 486+47.6 P.C. to Sta. 491+42.2

Name of Owner Harry Kearsen Address Chiloquin, Oregon

Agent's Name and Address

☐ Purchase, ☒ Lease, ☐ Easement of 3.92 Acres Sq. Feet

Subdivision NE¼NW¼ Section 22 Twp. 33S. Range 7½E. W. M.

City Fort Klamath Addition Block Lot

Property to be acquired by ☒ State, ☐ County, ☐ City for the following purpose:

Highway Maintenance Station Site

Estimated approximate cost: $

Option taken for months. Beginning

Property is ☐ undeveloped, ☒ pasture, ☐ cleared, ☐ farm, ☐ suburban, ☐ city, ☐ cultivated.

Width of Right of Way to be taken:

North of present R/W line ft., width ☐ uniform ☒ variable, maximum 136.5 ft.

of Center Line ft., width ☐ uniform ☐ variable, maximum ft.

Recommended for Approval

Division Engineer

Construction Engineer

Submitted by

Engineer

APPROVED

Asst. State Highway Engineer

Date

Salem Map File No.

STATE PRINTING DEPT.

Form E-47—5M—12-46

OREGON STATE HIGHWAY COMMISSION

Salem, Oregon

STATEMENT OF INFORMATION

R/W File No. .....

Statement of information regarding property from which a parcel is to be acquired by ☐ purchase

☒ lease for use as Highway Maintenance Station Site

(Purpose for which property will be used)

Highway Crater Lake	Date Jan. 31, 1949
Section Fort Klamath-Crooked Creek	Subdivision NE¼NW¼
County Klamath	Section 22 Twp. 33S Range 7½EWM
City Fort Klamath	Lot Block
Addition	Near Mile Point

Present Owner Harry Kearsen — Address Chiloquin, Oregon

Grantor (Previous Owner) Mary George Allotment

Deed Dated Trust Patent Birdie John, Heir Deed Recorded Book Page

Recorded in Klamath Indian Reservation Land Office Records

Assessed Valuation: Land $ Improvements $

Taxes are delinquent for years 19 Taxes paid last 19

Remarks:

The above data obtained from Klamath Indian Reservation Land Office Records by LVB

Description of Property Described in Said Record

NE¼NW¼ Sec. 22 Twp. 33S., R7½EWM

OREGON STATE HIGHWAY COMMISSION

DESCRIPTION OF METES AND BOUNDS

Description of Property to be ~~Purchased~~ Leased
(Purchase, Lease or Easement)

for use as Highway Maintenance Station Site
(State purpose for which property is to be used)

Description prepared by LVB, Jan. 31, 19 49; Checked by ....., 19.....

Owner Harry Kearsen

Fort Klamath-Crooked Creek Section, Crater Lake Highway.

A parcel of land lying in the NE¼NW¼

of Section 22, Twp. 33S., R. 7½E., W. M.,

Klamath County, Oregon, and being a portion of the following described property:

That tract of land which was conveyed by that certain deed to Harry Kearsen,

recorded in Book ~~xxxxxxxx~~ Page ~~xxxxxxxx~~ Klamath Indian Reservation Land Office Records County Records of Deeds.

The said parcel being described as follows: Commencing at the Section corner common to Sections 15,14,21 and 22; thence Southerly along the Section line common to Sections 21 and 22 a distance of 1353.85 feet to centerline station 469+98.7 of the Crater Lake Highway; thence S.89°56'W. along said centerline a distance of 1648.9 feet to centerline station 486+47.6 P.C.; thence N.0°04'W. a distance of 50.0 feet to a point on the Northerly Right of Way line of said Crater Lake Highway, said point being the point of beginning of the property to be described; thence Easterly along said Right of Way Line on a 3° 51.9' curve right (the long chord of which bears S.80°11½'E. 508.46 feet) a distance of 511.86 feet to a point on said Right of Way Line which is opposite end 50 feet distant from centerline Station 491+42.2; thence N.0°04'W. a distance of 436.3 feet; thence S.89°56'W. a distance of 557.27 feet; thence S.45°04'E. a distance of 222.0 feet; thence S.0°04'E. a distance of 97.18 feet; thence S.46°36'W. a distance of 138.35 feet to the point of beginning.

Owner Harry Kearsen

Fort Klamath-Crooked Creek Section, Crater Lake Highway.

A parcel of land lying in the NE¼NE¼

of Section 22, Twp. 33S., R. 7½E., W. M.,

Klamath County, Oregon, and being a portion of the following described property:

That tract of land which was conveyed by that certain deed to Harry Kearsen,

recorded in Book ~~Page~~ Klamath Indian Reservation Land Office Records ~~County Records of Deeds~~.

The said parcel being described as follows: Commencing at the Section corner common to Sections 15,16,21 and 22; thence Southerly along the Section line common to Sections 21 and 22 a distance of 1333.85 feet to centerline station 469+98.7 of the Crater Lake Highway; thence S.89°56'E. along said centerline a distance of 1648.9 feet to centerline station 486+47.6 P.C.; thence N.0°04'E. a distance of 50.0 feet to a point on the Northerly Right of Way line of said Crater Lake Highway, said point being the point of beginning of the property to be described; thence Easterly along said Right of Way Line on a 3° 51.9' curve right (the long chord of which bears S.80°11½'E. 503.46 feet) a distance of 511.86 feet to a point on said Right of Way Line which is opposite and 50 feet distant from centerline Station 491+42.2; thence N.0°04'E. a distance of 436.3 feet; thence S.89°56'E. a distance of 557.27 feet; thence S.45°04'E. a distance of 222.0 feet; thence S.0°04'E. a distance of 97.18 feet; thence S.46°36'W. a distance of 138.35 feet to the point of beginning.

The parcel of land to which this description applies contains 3.92 acres, of which 0 acres lies within the existing right of way; net new area 3.92 acres.

STATE PRINTING DEPT.

16 | 15
21 | 22

1333.83'

To Crater Lake →

90°09'

3 | 4 | 5 | 6 | 7

N

Harry Kearson
NE¼ NW¼ Sec 22
Twp. 33S. R. 7½ E.

S 89°56' W 557.27'

S 45°04' E 222.0'

72.5 | 72.5

3.92 Ac.

S 0°04' E 97.18'

72.0 | 72.0

N 46°56' E 138.35'

Point of Beginning

N. 89°56' E.

Crater Lake hwy.

11.86'

469+98.7

6 | 5 | 4 | 3 | 2 | 1

480 | 485

+47.6 P.C.

1° C.R.
Δ 25°36'
T 325.5'
Lc 610.0

Harry Kearson
NE¼ NW¼ Sec. 22
Twp. 33S. R. 7½ E.

N

S 89°56'W 557.27'

S 45°04'E 222.0'

3.92 Ac.

S 0°04'E 97.18'

N 0°04'W. 436.3'

N 46°56' 138.35'

Point of Beginning

N. 89°56'E.

Crater Lake Hwy.

111.86'

111'E. 308.48'

Δ 1° C.R.
25°36'
325.5'
Lc 640.0

P.T.

OREGON STATE HIGHWAY DEPARTMENT

Harry Kearson
NE¼ NW¼ Sec. 22
Twp. 33S. R. 7½ E.

1333.83'

To Crater Lake →

90°09'

S 89°56'W 557.27'

S 45°04'E 222.0'

3.92 Ac.

S 0°04'E 97.18'

N 0°04'W 436.3'

N 46°36'E 138.35'

Point of Beginning

N. 89°56'E.

Crater Lake Hwy.

486+17.6 P.C.

Δ = 32°55'

Lc 640.0

192.2

469+98.7

3

4

5

7

6

5

4

3

2

1

FORT KLAMATH

OREGO
Acquire
For
Highwa
County
Scale

N

Harry Kearson
NE¼ NW¼ Sec. 22
Twp. 33S. R. 7½ E.

S 89°56'W 557.27'

S 15°04'E 222.0'

72.5 72.5 72.4

3.92 Ac.

S 0°04'E 97.18'

72.0 72.0

71.7

N 0°04'W 436.3'

N 46°56'E 138.35'

Point of Beginning

N 89°56'E

Crater Lake Hwy.

111.86'

S 77°11'E 308.48'

72 70 70

196

721 73

+92.2

P.T.

485 480 485

4 3 2 1

486+17.6 P.C.

4° C.R.
Δ 25°36'
T 325.5'
Lc 640.0

FORT KLAMATH

OREGON STATE HIGHWAY DEPARTMENT	
Acquire From	Harry Kearson
For	Hwy. Maint. Station Site
Highway	Crater Lake
County	Klamath
Scale 1" = 200'	Date Jan. 31, 1949

20-3320 Armitage Park Dwelling 1940

#3213

RECEIVED
SEP 19 1950
FOR FILING

Files

Mrs Lewis
3218

20-3320

3218

September 15, 1950

Nelson & Klingberg
Long-Bell Building
Longview, Washington

Attention: Mr. Jerry A. Houston

Gentlemen:

As requested in your letter of September 14th we are enclosing a certified copy of the contract and bond issued by the State Highway Commission to Leland J. Plank for construction of a caretaker's house in Armitage State Park and known as State Highway Contract 3218.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md
Enc.

NOTED ON CARD

LAW OFFICES
McLEAN & KLINGBERG
LONG-BELL BUILDING
LONGVIEW, WASHINGTON
TELEPHONE LONGVIEW 4225

DAVID E. McLEAN
JUDSON T. KLINGBERG
WAYNE D. PURCELL

September 14, 1950

Mr. W. C. Williams
Assistant Engineer
State Highway Commission
Salem, Oregon

Dear Sir:

On August 1, 1950, The Long-Bell Lumber Company filed Notice of Claim against the bond of Leland J. Plank and the New Amsterdam Casualty Company, given to secure the Oregon State Highway Commission Contract No. 3218.

It is necessary that we procure a certified copy of the above described contract, and also a certified copy of the bond executed in conjunction therewith. I would appreciate it if you would please forward the certified copy of said contract and bond.

You will find enclosed the Affidavit of E. H. Houston, a Vice President of The Long-Bell Lumber Company, executed in compliance with OCLA 98-205, showing the relationship of the company to said contract.

Yours very truly,

George A. Houston

JAH:dbg
Enc.

RECEIVED TC
BY SECRETARY

RECEIVED
SEP 15 1950
OREGON
STATE HIGHWAY COMMISSION

STATE OF WASHINGTON)
) ss AFFIDAVIT
County of Cowlitz)

E. H. Houston , being first duly sworn on oath, deposes and says:

That he is now, and at all times herein mentioned was, a Vice President of The Long-Bell Lumber Company, a Missouri corporation duly authorized to transact business in the State of Oregon.

That the Hubbard Retail Yard of The Long-Bell Lumber Company furnished certain building materials to Leland J. Plank, which said building materials were used by said Leland J. Plank in completion of State Highway Commission Contract No. 3218 for the construction of a building at Armitage Park.

That no payments have been made on said building materials, and there is still due and owing The Long-Bell Lumber Company the sum of $3,517.31.

That this affidavit is made in compliance with OCLA 98-205, which provides that any person who has supplied labor or materials under a public contract shall on making application to the proper officer in charge of such contract, together with a showing under oath what relation such person bears to such contract or its performance, receive a certified copy of such contract and bond.

E. H. Houston

Subscribed and sworn to before me this 14th day of September, 1950.

Augusta O Walsh
Notary Public in and for the State of Washington, residing at Longview.

RECEIVED
AUG 21 1950
FOR FILING

20-3320
227 ST. PAUL STREET
BALTIMORE, MD.
3218
GARNER WOOD DENMEAD
VICE-PRESIDENT AND GENERAL COUNSEL

NEW AMSTERDAM CASUALTY COMPANY
SURETY — CASUALTY

60 JOHN STREET
NEW YORK, N.Y.

BALTIMORE 3, MD.,

NOTED
H. B. GLAISYER

NOTED
F. QUERY

RETURNED TO
BY SECRETARY

noted

August 14, 1950

Mr. H. B. Glaisyer, Secretary,
State Highway Commission (Oregon)
Salem, Oregon.

RE: Claim #55976 - Bond #45608 -
Leland J. Plank, State of Oregon
Highway Department.

Dear Sir:

We are in receipt of your letter of August 8th calling our attention to a claim for $3,517.31 filed with you by the Long-Bell Lumber Company against Leland J. Plank for materials furnished and not paid for on the State Highway Contract No. 3218.

In reply would say you advised us as to this claim on March 29th last and we at once got in touch with Mr. Plank. On April 4th, Messrs McLean and Klingberg of Longfiew, Washington advised us that a claim had not been filed with the Secretary of State for the State of Oregon, and we were under the impression that the matter had been taken care of by our principal.

We will at once take this matter up with our principal and try to have this claim settled.

Yours very truly,

Garner W. Denmead,
Vice-President.

GWD:rm

RECEIVED
1950
FOR FILING
20-3320
3218

3218 Aero Lumber

August 8, 1950

Hon. Earl T. Newbry
Secretary of State
Capitol

Dear Sir:

This is to acknowledge your letter of August 7 to which was attached three copies of a claim filed with your office by the Long-Bell Lumber Company against Leland J. Plank in the amount of $3,517.31 for lumber and other building supplies furnished in connection with the construction of a caretaker's house at Armitage Park, State Highway Commission Contract 3218.

This claim bears your file No. 3222.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

NOTED ON CARD
8-8-50 JR

Mrs Lewis

August 8, 1950

New Amsterdam Casualty Company
227 St. Paul Street
Baltimore 3, Maryland

Gentlemen:

Attached hereto is a copy of a claim which has been filed with the Secretary of State by the Long-Bell Lumber Company for lumber, hardware and building supplies furnished Mr. Blank in the amount of $3,517.31. This claim is for materials furnished the contractor in connection with State Highway Commission Contract 3218 for construction of a caretaker's house in Armitage Park, Lane County. You were previously notified concerning the receipt of this claim in our office on March 29, 1950.

This information is furnished as the New Amsterdam Casualty Company appears as surety on the bond executed in connection with Contract 3218.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:ml
Attach.

cc - Sealey and Company Insurance
Board of Trade Building
Portland 4, Oregon

Mr. Leland J. Plank
1305 George Street
Woodburn, Oregon

NOTED ON CARD

8-5-50

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

3218

August 7, 1950

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received and filed as of this date a notice of claim by The Long-Bell Lumber Company, for lumber, hardware and building supplies in the sum of $3,517.31, against the bond taken from Leland J. Plank, principal and the New Amsterdam Casualty Company, surety, for work in the construction of a caretaker's house at Armitage Park, Lane County, Oregon.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies for our records.

Very truly yours,

Earl T. Newbry

Secretary of State

N:FA

Enc.

RECEIVED
AUG 8 1950
OREGON
STATE HIGHWAY COMMISSION

POSTED ON CARD
8-7-50

COPY

NOTICE OF CLAIM

NOTICE hereby is given that The Long-Bell Lumber Company has a claim for lumber, hardware and building supplies in the sum of Three Thousand Five Hundred Seventeen Dollars and Thirty-one Cents ($3,517.31) against the bond taken from Leland J. Plank and the New Amsterdam Casualty Company for the work of Leland J. Plank in the construction of a caretaker's house at Armitage Park, Lane County, Oregon.

(SEAL)

S. E. ELLIS
S. E. Ellis, Assistant Secretary
The Long-Bell Lumber Company

STATE OF WASHINGTON)
County of Cowlitz) ss.

On this 1st day of August, 1950 before me personally appeared S. E. Ellis to me known to be the Assistant Secretary of The Long-Bell Lumber Company, the corporation that executed the within and foregoing instrument, and acknowledged the said instrument to be the free and voluntary act and deed of said coporation, for the uses and purposes therein mentioned, and on oath stated that he was authorized to execute said instrument and that the seal affixed is the corporate seal of said corporation.

(SEAL)

JUDSON T. KLINGBERG
Notary Public in and for the
State of Washington, residing
at Longview

ENDORSED:
File Number 3222
Filed August 7, 1950
EARL T. NEWBRY, Secretary of State

RECEIVED
APR 14 1950
FOR FILING

20-3320
227 ST. PAUL STREET
BALTIMORE, MD.
3218

GARNER WOOD DENMEAD
VICE-PRESIDENT AND GENERAL COUNSEL

NEW AMSTERDAM CASUALTY COMPANY
SURETY — CASUALTY

60 JOHN STREET
NEW YORK, N.Y.

3218

BALTIMORE 3, MD.,

April 4, 1950

Mr. H. B. Glaisyer, Secretary,
Oregon State Highway Commission,
Salem, Oregon.

RE: Claim #55976 - Bond #45608 -
Leland J. Plank - State of Oregon -
Highway Department.

Dear Sir:

Receipt is acknowledged of your letter of March 29th regarding the claim of the Long-Bell Lumber Company for material alleged to have been furnished to Leland J. Plank for use on the contract guaranteed by the above numbered bond, and not as yet paid for.

This matter will receive our immediate attention and I appreciate your giving us the above information.

Yours very truly,

Garner W. Denmead,
Vice-President.

GWD:rm

NOTED
H. B. GLAISYER

RECEIVED
APR 5 - 1950
FOR FILING

21-3320
3218

April 4, 1950

NOTED
W. C. WILLIAMS

Seeley and Co.
Board of Trade Building
Portland, Oregon

Gentlemen:

Please disregard our letter of March 27, 1950 in regard to Leland J. Plank. This claim has not been filed in the office of the Secretary of State for the State of Oregon.

Yours very truly,

Wayne D. Purcell

WDP:mel
cc:W. C. Williams
Assistant Engineer
Oregon State Highway Commission
Salem, Oregon

Leland J. Plank
P. O. Box 6
Woodburn, Oregon

contract #3218

RECEIVED
APR - 1950
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 31 1950
FOR FILING

20-3320

3218

March 29, 1950

New Amsterdam Casualty Company
227 St. Paul Street
Baltimore 3, Maryland

Gentlemen:

We have today received a carbon copy of a letter from Long-Bell Lumber Company addressed to Seeley & Co. advising that the Long-Bell Lumber Company has a claim in the amount of $3,517.31 against Leland J. Plank for lumber, hardware and building materials furnished the contractor for improvements at Armitage Park near Eugene. This appears to be our Contract 3218 with Leland J. Plank for construction of a caretaker's house at Armitage Park. This job was completed January 7, 1950, and accepted by the Commission on February 6. Final payment was mailed to the contractor on February 8.

This information is furnished as the New Amsterdam Casualty Company appears as surety on the bond executed in connection with Contract 3218.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

cc - Seeley and Company Insurance
Board of Trade Building
Portland 4, Oregon

Mr. Leland J. Plank
1305 George Street
Woodburn, Oregon

NOTED ON CARD
3-29-50 kg

TO: The State of Oregon:

NOTICE hereby is given that The Long-Bell Lumber Company has a claim for lumber, hardware and building materials in the sum of $3,517.31 against the bond taken from Leland J. Plank and the New Amsterdam Casualty Company for the work of Leland J. Plank in construction of improvements at Armitage Park, Eugene, Oregon.

(SEAL)

THE LONG-BELL LUMBER COMPANY

By /s/ S. E. Ellis
S. E. Ellis
Assistant Secretary

RECEIVED
MAR 31 1950
FOR FILING

3218

20-3220
3218

March 29, 1950

The Long-Bell Lumber Company

Longview, Washington

Gentlemen:

This is to acknowledge receipt of a carbon copy of a letter dated March 27 addressed to Sealey & Co. advising that the Long-Bell Lumber Company has a claim against Leland J. Plank in the amount of $3,517.31 for lumber and other materials furnished for construction of a building at Armitage Park.

This appears to be our Contract No. 3218 with Leland J. Plank for construction of a caretaker's house in Armitage Park in Lane County. For your information we can advise that this contract was completed January 7, 1950, accepted by the Commission on February 6 and final payment mailed to the contractor on February 8.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

NOTED ON CARD
3-29-50, gl

REFERRED TO
Glasyer
Order By
Please Do
DTC

Mr Williams
BY SECRETARY

If you will return
this one I will
process it in the
customary manner
Thks

ESTABLISHED 1875

The Long-Bell Lumber Company

LONGVIEW, WASH.

March 27, 1950

REGISTERED MAIL
RETURN RECEIPT
REQUESTED

Seeley & Co.
Board of Trade Building
Portland, Oregon

Gentlemen:

Please file the enclosed notice of claim of The Long-Bell Lumber Company against the contractor's bond of Leland J. Plank.

Yours very truly,

Wayne D. Purcell

Attorney

WDP:mcl
Enc.
cc:W. C. Williams
Assistant Engineer
Oregon State Highway Commission
Salem, Oregon

Secretary of State
State of Oregon
Capitol Building
Salem, Oregon

NOTED
W. C. WILLIAMS

RECEIVED
MAR 28 1950
OREGON
STATE HIGHWAY COMMISSION

3-25-50

RECEIVED
FEB 9 1950
FOR FILING

20-3320

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Feb. 6, 1950

SUBJECT: Request for release of warrants on final estimates.

To: Mr. H. B. Glaisyer
C-f-f-i-c-e

	Vou. #	Cont. #	Est. #	Name	Am't.	Wt. #	Note
1.	847	3218	3-final	Leland J. Plank	2,166.60	368167	
2.							

3. Completed Jan. 7, 1950
4. Accepted ~~Feb. 6, 1950~~
5. Time Extensions ~~None Needed~~
6. Claims ~~None of record~~
7. Remarks:
8. OK Division warrant immediately
9.
10.
11.
12.

ACCOUNTING DIVISION

By _____
Bookkeeping Dept.

Approved _____
Secretary

Warrant mailed _____

FORM E-00 REV 8-48 20004

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Feb. 6, 1950

SUBJECT: Request for release of warrants on final estimates.

To: Mr. H. B. Glaisyer
C-f-f-i-c-e

	Vou. #	Cont. #	Est. #	Name	Am't.	Wt. #	Note
1.	847	3218	3-final	Leland J. Plank	2,166.60	368167	
2.							
3.							
4.	Accepted _____						
5.	Time Extensions _ _____						
6.	Claims _____						
7.	Remarks:						
8.							
9.							
10.							
11.							
12.							

ACCOUNTING DIVISION

By _____
Bookkeeping Dept.

Approved _____
Secretary

Warrant mailed FEB 8 1950

2-8-50, JC

RECEIVED
JAN 18 1950
FOR FILING

20-3320

3218

January 17, 1950

New Amsterdam Casualty Company
227 Saint Paul Street
Baltimore 3, Maryland

Gentlemen:

Please be advised that state highway contract No. 3218 for construction of a caretakers house in Armitage State Park in Lane County, has been completed by the contractor, Leland J. Plank, and that final payment in the amount of $2,166.60 will be made after acceptance by the Commission.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $11,589.35 and that no force account work was performed on the project. This contract was completed January 7, 1950, but has not as yet been accepted by the Commission.

This notice is sent to you because you appear as surety on the bond furnished by the above contractor.

Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md
cc - Sealey & Company Insurance
Board of Trade Building
Portland 4, Oregon

NOTED ON CARD
1-17-50, gl

RECEIVED
OCT 13 1949
FOR FILING

20 - 3320

3218

October 12, 1949

Mr. Leland J. Plank
1305 George St.
Woodburn, Oregon

Dear Sir:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3218, which was awarded to you on September 19, 1949 by the State Highway Commission, covering construction of the Armitage Park Caretakers House in Lane County.

An executed copy of this contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

Recorded 10/12, 8-2

RECEIVED
SEP 26 1949
FOR FILING

20-3320
3218

September 23, 1949

Mr. L. J. Flank
1305 George Street
Woodburn, Oregon

Dear Mr. Flank:

The State Highway Commission on September 19, 1949, awarded you the contract for the Armitage Park Dwelling in Lane County. This award was based on your low bid of $11,390.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ts

cc - S. H. Probert
G. S. Paxson

20-1603 Cottage Grove Traffic Signals 1949

#3219

RECEIVED
JUN 14 1950
FOR FILING
FORM E-90X 25M 5-48 54696

20-1602
3219

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

June 13, 1950

To: G. S. Paxson

SUBJECT: Cost of Preparing Plans & Specifications
Cottage Grove Traffic Signals
Contract No. 3219

NOTED
W. C. WILLIAMS

With regard preparation of plans and specifications for installation of traffic signals at the intersection of Ninth and Main Streets in Cottage Grove, I wish to advise that this office incurred expenses in the amount of $200. I have prepared and attach transfer of charge form which, if it meets with your approval, I wish you would release to the Accounting Division.

F. B. Crandall
Traffic Engineer

JBC:LJ
Attachment

cc: W. C. Williams
S. H. Prebert
Val Johnson

RECEIVED
JUN 13 1950
FOR FILING

20-1602

3219

Files

OREGON STATE HIGHWAY COMMISSION

June 8, 1950
(Date)

3217 (Contract No.) 2-final (Est. No.) City Electric, Inc. (Contractor)

Vou. No:	Warrant No:	Amt: $	Date:
8440	375736	313.46	June 7, 1950

[redacted]

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. This warrant will be held in the Accounting Division until advised by you that release is authorized.

Specified completion date:

Completed:

ACCOUNTING DIVISION

Contract Accepted:

Time Extensions:

Penalties:

Claims:

Remarks:

Date:

Accounting Division:

Release of the above warrant is hereby authorized:

H. B. Glaisyer

Warrant Mailed: JUN 9 1950

6-9-50 cjk

OREGON STATE HIGHWAY COMMISSION

June 8, 1950
(Date)

3219	2-final	City Electric, Inc.
(Contract No.)	(Est. No.)	(Contractor)

Vou. No:	Warrant No:	Amt: $	Date:
8440	375736	313.46	June 7, 1950

[redacted]

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. This warrant will be held in the Accounting Division until advised by you that release is authorized.

Specified completion date: March 31, 1950

ACCOUNTING DIVISION

Completed: April 17, 1950

Contract Accepted: May 26, 1950

Time Extensions: Extended to April 17, 1950 without penalty

Penalties: None of Record

Claims: None of Record

Remarks:

Date: 6-9-50

Accounting Division:

Release of the above warrant is hereby authorized:

H. B. Glaisyer

Warrant Mailed:

NOTED ON CARD

RECEIVED
JUN 8 1950
FOR FILING

20-1603
3219

June 7, 1950

City Electric, Inc.
245 Center St.
Salem, Oregon

Gentlemen:

The State Highway Commission, at its meeting on May 26, 1950, had under discussion your request for an extension of time of 18 days, from March 31 to April 17, 1950, within which to complete your contract No. 3219 for constructing traffic signals in Cottage Grove, Lane County.

I am pleased to inform you that the Highway Commission granted your request without penalty. However, I was instructed to inform you that the Commission, in arriving at its decision, considered but did not necessarily adopt either the recommendation of the Engineer or the reasons given by you for failure to complete the project within the specified time.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: K. D. Lytle,
Division Engineer

L. R. Allen
Resident Engineer
W. A. Reeves

NOTED ON CARD
6-7-50 gl

RECEIVED
MAY 16 1950
FOR FILING

20-1603

3219

May 15, 1950

Request for Extension of Time
No. 4
May 25 and 26 Meeting.

State Highway Commission

Gentlemen:

Re: Cottage Grove Traffic Signals
City Electric, Inc., Contractor
Contract No. 3219

Attached hereto is a copy of a request by the contractors on the above project for an extension of time in the amount of 17 days, from March 31 to April 17, 1950. The additional time was made necessary by a delay in the delivery of materials from the manufacturer, and is in no way the fault of the contractor.

No additional engineering costs have been incurred, and it is recommended that the extension be granted without penalty to the contractor.

This is a State Project and concurrence of the Bureau of Public Roads is not required.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attached

GEP:gm
cc G. S. Paxson

RECEIVED
FOR FILING

20-1603

3219

May 15, 1950

Hartford Accident & Indemnity Co.
Hartford 15
Connecticut

Gentlemen:

Please be advised that State Highway Contract No. 3219, for installation of traffic signals at Cottage Grove in Lane County, has been completed by the contractor, City Electric, Inc., and that final payment in the amount of $813.16 will be made after acceptance by the Commission.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $2,985.31, and that no force account work was performed on the project. This contract was completed April 17, 1950 but has not as yet been accepted by the Commission.

We are sending you this notice as you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Merrill D. Ohling, Insurance
250 N. High St.
Salem, Oregon

NOTED ON CARD
5-15-50 g f

RECEIVED
OCT 26 1949
FOR FILING

20-1603
32-19

1111-3

October 25, 1949

City Electric Co., Inc.
245 Center St.
Salem, Oregon

Gentlemen:

We enclose herewith, for your records and files, two fully executed copies of contracts which were awarded to you by the State Highway Commission, as follows:

Contract No. 3219, for installation of traffic signals at Cottage Grove in Lane County, awarded September 19, 1949.

Contract No. 3225, covering installation of traffic signals at Oregon City-Milwaukie Section in Clackamas County, awarded September 20, 1949.

Executed copies of the above contracts are also being sent to the surety on your bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls. 2

Recorded 10-25-49

RECEIVED
OCT SEP 27 1940
FOR FILING

20-1603
3219

Salem, Oregon,
September 26, 1940

CYA 3724

Mr. F. E. Cornehl
Office.

Attached hereto is one copy (unexecuted) of an agreement with the City of Cottage Grove covering the installation of traffic lights in that city.

The original of this agreement has been retained in this office for the records and files of the Commission and one fully executed copy has been mailed to the City Recorder of the City of Cottage Grove.

L. H. Warfield
Staff Engineer

rb
cc: J. W. Cottrell
H. H. Hunter
G. A. Parmen

RECEIVED
SEP 26 1949
FOR FILING

20-1603

3219

Salem, Oregon
September 26, 1949

Mr. R.H. Baldock

Attached hereto, for further handling by you, are four unexecuted copies of an agreement with the City of Cottage Grove covering the installation of traffic lights in that city.

The original of this agreement has been retained in this office for the records and files of the Commission and one fully executed copy has been mailed to the City Recorder of the City of Cottage Grove.

Secretary

rm
attach: 4

FOR FILING

Maint
Traffic
Lights

Cottage Grove

September 26, 1949

Mr. J.B. Allen, City Recorder
City Hall
Cottage Grove, Oregon

Dear Sir:

We are enclosing herewith, for the records and files of your City, one fully executed copy of an agreement between the State of Oregon, by and through its State Highway Commission, and the City of Cottage Grove covering the installation of traffic lights in that city.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

PM
encl: 1

RECEIVED
SEP 26 1949
FOR FILING

20-1603
3219

September 23, 1949

City Electric Co.
245 Center Street
Salem, Oregon

Gentlemen:

The State Highway Commission on September 19, 1949, awarded you the contract for traffic signals in the city of Cottage Grove, Lane County. This award was based on your low bid of $2,965.31 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

bs

cc - S. H. Probert
G. S. Paulsen

RECEIVED
AUG 30 1949
FOR FILING
FORM E-90 10M 6-46 22439

20-1603

3219

Cottage Grove

file

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 26, 1949

SUBJECT:

To: Mr. H. B. Glaisyer, Secretary
O F F I C E

to Acc. Div. adv. fwd 8-30-49

Attached please find Cashier's Check No. 80551 in the amount of $1,650 drawn against the First National Bank of Cottage Grove, Oregon. This check represents an advance deposit by the City of Cottage Grove towards its share of the total cost of installing traffic signal lights at the intersection of 9th and Main Streets.

The agreement signed by the City of Cottage Grove provides that the City shall pay 50% of the actual total cost of this installation.

John W. Cattrall
Acting Engineer,
County and City Relations

By John F. Hagemann

John F. Hagemann
Field Engineer

JFH:MM
Att.

cc: M. H. Hawke, Chief Accountant

August 26, 1949

Mr. D. J. Allen
City Recorder
Cottage Grove, Oregon

Dear Sir:

This is to acknowledge receipt of Cashier's Check No. 80551 for $1,650 as an advance deposit towards the city's share of the installation cost of traffic signals at the intersection of 9th and Main Streets in the City of Cottage Grove.

This is also to acknowledge receipt of five copies of an agreement covering this installation and four copies of a city ordinance governing parking on 9th Street. As the signatures of the Mayor and City Recorder on the agreements have not been attested, we are returning the five copies so that this may be done. The signatures may be attested by any person other than the Mayor or City Recorder. When this has been done, please return all five copies to this office.

Very truly yours,

R. H. Baldock
State Highway Engineer

By NOTE CATTRALL

John W. Cattrall
Acting Engineer,
County and City Relations

JWC:MG
Encl.

...WARDS, Mayor

D. J. ALLEN, City Recorder

CITY of COTTAGE GROVE

Lumber Capital of Oregon

LANE COUNTY

L. W. COINER, Water Superintendent and City Engineer
GEORGE STEPHEN, Treasurer
H. W. LOMBARD, Attorney
CHESTER NORDSTROM, Chief of Police

Councilmen
JOE BRICHER — OSCAR SMITH
ELMER KENT — Z. A. COOP
FRANK DOLEMAN — AMIL THIES

COTTAGE GROVE, OREGON

August 25, 1949

Oregon State Highway Comm.
P. O. Box 30
Salem, Oregon

Attention John ... Cattrall:

Dear Sir:

Enclosed you will find a bank draft for $1650.00 as a deposit to cover our portion of installing a stop and go light within our city.

Under separate cover we are mailing to you today the original agreement and four copies, also four copies of ordinance 1323 and 1325, which was requested.

Yours very truly

CITY OF COTTAGE GROVE

D. J. Allen, City Recorder

DJA:ir
encl.

RECEIVED
AUG 26 1949

FORM E-128X 15M 3-49

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
BEN. R. CHANDLER, MEMBER
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

August 17, 1949

J. W. CATTRALL

RECEIVED
AUG 18 1949
ENGINEER
COUNTY & CITY RELATIONS

Mr. D. J. Allen
City Recorder
Cottage Grove, Oregon

NOTED
J. F. HAGEMANN

Dear Sir:

I have before me your letter of August 5 last addressed to the State Highway Commission making inquiry as regards signal installation at intersection of 9th and Main Streets in Cottage Grove under State-City cooperative arrangement.

I might state first off in regard to this matter that our Legal Department has prepared a state-City agreement covering this installation and a representative of our department will be contacting you shortly if he has not already done so, for execution by the City and will answer such questions as you may have.

Plans for this installation as drawn call for our standard far side span wire mounted vehicular signal indication with separate pedestrian WALK-WAIT signal heads bracketed on to each of the four corner poles which support the span wire mounted vehicular indications. Under this plan of treatment the span wire of each of the four legs of the intersection serves as a messenger cable for electrical connection and underground conduit is not necessary.

As regards payment by the City of its pro rata share, the policy of the Commission is to require the City to deposit with this office a certified check in the amount of their pro rata share based on the preliminary estimate. This advance deposit is a prerequisite to our letting of contract for signal installation and is an item incorporated in the State-City agreement.

As to time of actual installation of signal, as soon as the agreements have been executed and the City has deposited their check, the job will be advertised for bids and the contract let to the lowest bidder.

I trust the foregoing answers your query and if there is anything further this office will be glad to supply any additional information you may desire.

Yours very truly,

W. C. Williams
Assistant State Highway Engineer

By F. B. Crandall

F. B. Crandall
Traffic Engineer

cc: J. W. Cattrall
J. Al Head
Val Johnson

August 10, 1949

Mr. D. J. Allen
City Recorder
Cottage Grove, Oregon

Dear Sir:

On June 28, the State Highway Commission approved a cooperative project for the installation of a fixed time traffic signal at the intersection of 9th (U.S. 99) and Main Streets in the City of Cottage Grove. Enclosed are five copies of an agreement between the City and the State covering this project.

Your attention is called to paragraph 2a, page 4, which provides that the City shall deposit $1,650 with the State at the time the City executes this agreement. Please make this deposit by means of a certified check payable to the Oregon State Highway Commission.

Paragraph 4, page 5, provides that the City shall enact an ordinance prohibiting parking on the west side of 9th Street north of Main for thirty feet.

As we are planning to call for bids on this project in September, it would be appreciated if this agreement could be executed by the proper city officials and all five copies returned to John W. Cattrall, Acting Engineer, County and City Relations, c/o Oregon State Highway Commission, P.O. Box 30, Salem, Oregon, prior to September 2, 1949. After execution by the Highway Commission, a duly executed copy will be returned for the City's records.

Please accompany the agreement with four certified copies of the ordinance required under paragraph 4, page 5, and

the above mentioned certified check for $1,690.

If you have any questions regarding this project, please let me know.

Very truly yours,

R. E. Baldock
State Highway Engineer

By: John W. Cuttrell
Acting Engineer,
County and City Relations

JWC:ldt
Encl.

cc: Mr. Warren A. Edwards, Mayor

NOTED
Harold C. Ayers

the above mentioned certified check for $1,650.

If you have any questions regarding this project, please let me know.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cottrell
Acting Engineer,
County and City Relations

JFH:HH
Encl.

cc: Mr. Warren A. Edwards, Mayor

NOTED
Harold C. Ayres

RECEIVED
AUG 9 1949
FOR FILING

20-1603
3213

August 8, 1949

Cottage Grove

D. J. Allen
City Recorder
Cottage Grove, Oregon

Dear Mr. Allen:

I am referring to our Traffic Engineer, Mr. F. B. Crandall, your letter of August 5, 1949, requesting the installation of a "stop" and "go" light at the intersection of U.S.99 and 9th Street in your city. Mr. Crandall will be pleased to give you the information which you desire.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBC:ts

cc - F. B. Crandall

...Mayor

D. J. ALLEN, City Recorder

CITY of COTTAGE GROVE

Lumber Capital of Oregon

LANE COUNTY

L. W. COINER, Water Superintendent and City Engineer
GEORGE STEPHEN, Treasurer
H. W. LOMBARD, Attorney
CHESTER NORDSTROM, Chief of Police

Councilmen
JOE BRICHER — OSCAR SMITH
ELMER KENT — E. A. COOP
FRANK DOLEMAN — AMIL THIES

COTTAGE GROVE, OREGON

August 5, 1949

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

We received your letter as of July 19 with reference to the granting of one "stop" and "go" light within our City Limits at Highway and 9th Street.

Your letter was read at our last Council meeting and during the discussion that followed the question was brought up as to the type of installation, whether it would be underground conduit and overhead light, or just overhead light. Also, they are wondering how long after the City signs the working agreement before the light would be installed.

As you know we are like all other cities making up our budget for the fiscal year, this amount is not included for this year. However, I believe we could squeeze this amount out of our budget somewhere. The Council were wondering just how long we would be given before we would be expected to make the payment.

Thanking you, we are

Very truly yours

D. J. Allen,
City Recorder

DJA:mw

RECEIVED
AUG 8 1949
OREGON
STATE HIGHWAY COMMISSION

ACKNOWLEDGED
H. B. GLAISYER

RECEIVED
AUG 5 1949
FOR FILING

Agenda Item 4P
June 27-28 meeting

20-1603

3219

July 19, 1949

Cottage Grove

Mr. D. J. Allen
City Recorder
Cottage Grove, Oregon

Dear Mr. Allen:

On April 6, 1949, you directed a letter to Mr. F. B. Crandall, Traffic Engineer of the State Highway Department, with respect to installation of two traffic signals on the Pacific Highway in your city, one being at the intersection of East Main Street and the other at the intersection of 6th Street. Mr. Crandall has investigated your request, and reported his findings to the State Highway Engineer, Mr. R. H. Baldock. His report was in turn presented to the State Highway Commission at its last meeting.

I am pleased to infora you that the Commission authorized the installation of a signal at the Main Street intersection, but denied the request for the other one. The approved installation at Main Street is estimated to cost $3,300, and the Commission's approval of the same was on the condition that the city would pay one half of this expense, and that the city would maintain the signal and furnish electrical energy to operate it, at no cost to the state.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

D. J. Allen, City Recorder

CITY OF COTTAGE GROVE
Lumber Capital of Oregon
Lane County

COPY

Cottage Grove, Oregon
April 6, 1949

F. B. Crandall, Traffic Engineer
State Highway Department
Salem, Oregon

Dear Sir:

During the year of 1947 our City Manager at that time ask your office to send a man to our City for a traffic check at the intersection of the Highway and Main Street as to the possibility of four-way stop and go lights.

During our last regular council meeting the city council ask that I write you with reference to another traffic check at this intersection as well as the Highway and South 6th Street intersection. We feel that the increase in traffic at these two points during the rush hours of the day should have regulated lights.

We have observed in other towns of similar size as ours having stop and go lights. Especially the one in Albany on the Highway, we feel that our traffic problem is as great or greater than that one.

Wewould appreciate it very much if your office would make another survey of this traffic situation.

Very truly yours

s/ D. J. Allen
D. J. Allen, City Recorder

DJA:mw

RECEIVED
AUG 10 1949
FOR FILING

1 20-1603

1 3219

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 8, 1949

To Mr. John W. Cantrall

SUBJECT: State-City Agreement for Traffic Signal Installation - Ninth (US99) and Main Streets - Cottage Grove

NOTED
W. C. WILLIAMS

Attached hereto are five copies of a State-City Agreement covering the installation of a fixed time traffic signal at the intersection of Ninth (US99) and Main Streets in the City of Cottage Grove. In accord with recent discussion will you please obtain execution of these agreements.

Your attention is called to two items in the agreement, the first being that the City should submit its check for $1,650 at the time the signed agreements are returned by the City. In accord with Item 4 under "Things to be Done by the City", your attention is called to the fact that the City is to submit an ordinance prohibiting parking. This ordinance also should accompany the agreements when they are returned.

It would be appreciated also if you would care for the obtaining of signatures of the State Highway Commission and all other incidental processing of these agreements. This office would appreciate your informing us at such time as the City has signed the agreements, and forwarding to us for review a copy of the parking ordinance. We would appreciate also receiving a copy of the executed agreement for our files.

F. B. Crandall
Traffic Engineer

JAH/mah

Attachment

cc - W. C. Williams
W. A. Reeves

RECEIVED
AUG 6 1949
FOR FILING

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3219

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 4, 1949

SUBJECT: Plans and Specifications - Fixed Time Traffic Signal Installation 9th and Main Streets - Cottage Grove

To: Mr. G. S. Paxson

Attention of W. A. Reeves

Attached hereto are the Plans, consisting of three sheets, drawings T.E.D. #1428, #1347, and #1429, along with an Estimate of Cost in the amount of $2,910 as well as Specifications for this installation.

As we stated previously in our letter to Mr. Devers under date of July 19, wherein we asked for an Agreement between the State and City with regard to this job, we are desirous of letting this installation to contract at the September Commission meeting.

F. B. Crandall
Traffic Engineer

JAR/mah

Attachments

cc - W. C. Williams
John Cattrall
Val Johnson

RECEIVED
JUL 22 1949
FOR FILING

20-1603

3219

Cottage Grove

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 19, 1949

SUBJECT: Request for Preparation of State-City Agreement, Traffic Signal Installation - US99 - Cottage Grove

To: Mr. J. H. Devers

NOTED
W. C. WILLIAMS

In accord with action taken at the June Commission meeting, approving the installation of a traffic signal at the intersection of Ninth (US99) and Main Streets in Cottage Grove, we are desirous of having you prepare a State-City agreement covering the installation of this signal. We are desirous of having this agreement completed and executed in time for making the contract letting at the September Commission meeting.

In the way of material to be included in the agreement the following is offered:

1. The installation is to be made at the intersection of Ninth (Road No. 1, Pacific Highway, US99) and Main Streets in the City of Cottage Grove.
2. The estimated cost of the installation is $3,300.
3. The cost of the installation shall be shared equally between the State and City.
4. The State will make, or cause to be made, the installation of the signal.
5. The City shall submit its check for $1,650 when returning the signed agreements.
6. The City shall pass an ordinance prohibiting parking on the west side of Ninth Street for a distance of 30 feet north of the intersection of the produced curb lines.
7. The City shall maintain and operate the installation provided that no change in the timing program shall be made without prior approval of the State.

As the plans are in the process of preparation it will not be possible to include them as exhibit material with the agreement. They will be checked, however, and approved by the City prior to letting the contract.

If you will return the prepared agreements to this office we will check them and care for execution by the City and subsequent transmittal to Mr. Williams for execution by the Highway Commission.

JAH/mah

cc - W. C. Williams
J. W. Cottrell
W. A. Reeves
Val Johnson

F. B. Crandall
Traffic Engineer

RECEIVED
JUL 27
FOR FILING

22-1603

3219

Cottage Grove

Salem, Oregon
June 30, 1949

COPY

Mr. F. B. Crandall

The following action was taken by the Highway Commission at its last meeting, in so far as the Traffic Engineer's Department is concerned:

1. Approved construction of a sidewalk in the vicinity of Lincoln School on 99E south of Corvallis, at an estimated cost of $2,600.

2. Approved widening of the Coast Highway at its intersection with Reads End Road north of Ocean Lake, at an estimated cost of $3,000.

3. Approved the request of the Medford City Council for signal installation at intersections of:

1. Jackson Boulevard and Central Avenue (US99).
2. Jackson Boulevard and Riverside (US99).

The estimated cost of this installation is $6,000, of which amount the city is to pay 50% and maintain and furnish electrical energy after the installation.

4. Approved installation of a flashing beacon in Elgin at the intersection of the Wallowa Lake Highway and the Weston-Elgin Secondary Highway, at an estimated cost of $300, the state to pay the cost of installation but the city to furnish electrical energy.

5. Denied a request of the Superintendent of Schools, Ashland, for a signal light at Bellview School.

6. Approved installation of a traffic signal at the intersection of Main Street with the Pacific Highway in Cottage Grove at an estimated cost of $3,300, the cost to be shared equally by the state and city, but the city to maintain and furnish electrical energy.

Denied a request for signal installation at the intersection of 6th Street with the Pacific Highway in Cottage Grove.

7. Approved installation of a flashing beacon at the intersection of US30 with the entrance road to the Umatilla Ordnance Depot. The estimated cost is $300, all to be borne by the state.

8. Approved installation of traffic signal with luminaire units at the intersection of the Tualatin Valley Highway with Multnomah Club Road at West Slope, the estimated cost of which is $6,500--state to carry all.

9. Denied installation of stop and go lights at the intersection of South 6th and Gettle Streets in southeast Klamath Falls. This is in the vicinity of the fire station.

The Commission approved that parallel parking only be permitted between Mile Points 1.61 and 3.52.

The Commission concurred in prohibition of all parking on the south side of 6th Street for a distance of 30 feet, both easterly and westerly from the property lines of Gettle Street.

10. Approved traffic control light survey of the downtown business district of Astoria, estimated to cost $2,000, providing the city will pay 50% of the cost of such survey. This request came from the City Council of Astoria and the Astoria Central Labor Council. You will please contact the City of Astoria and determine if they are willing to pay half the costs.

11. Approved painting of two pedestrian lanes across Swift Secondary Highway in the vicinity of the Swift & Company's Plant and the livestock pavilion and erection of advance signs reading "Crosswalk Ahead - Stop if Occupied."

12. Approved installation of traffic signal with luminaire unit at the intersection of Garden Road with the Pacific Highway north of Roseburg, at an estimated cost of $5,300, all to be carried by the state.

13. Approved expenditure of $6,600 for the purchase of 10 automatic traffic counters.

14. Authorized J. Al Head to attend Conference of the Western Section of the Institute of Traffic Engineers in Seattle July 13 to 15, at an estimated cost of $45.

15. Adopted resolution designating "no parking" area on the north side of Edgewater Street, West Salem, between the Willamette River Bridge and Clark Street.

16. Authorized the Traffic Engineer to make a survey to determine need, if any, of traffic signals at the intersection of N. E. 82nd Avenue with Prescott Street in northeast Portland.

WCW:ms

W. C. Williams

RECEIVED
MAY 31 1949
FOR FILING

20-1603
3219
cottage grove

May 27, 1949

Oregon State Highway Commission

Gentlemen:

I attach hereto a copy of a letter addressed to Mr. F. B. Crandall, Traffic Engineer of the State Highway Department, by D. J. Allen, City Recorder of Cottage Grove. In this letter Mr. Allen requests, on behalf of the City Council, that we make an investigation as to the need of traffic-signal installations at the intersection of 6th Street with the Pacific Highway and the intersection of Main Street with the Pacific Highway.

Such an investigation has been made, and results obtained indicate that, at the intersection of Main Street with the Pacific Highway, there is a total traffic of 10,403 vehicles entering the intersection during an average 16-hour period. Of the total vehicles entering the intersection, 55 per cent are on the main highway, and 45 per cent are on the Main Street connections. Owing to the large volume of traffic that enters the intersection from the non-highway streets, a traffic signal is warranted. I might further state that an installation of traffic signals at this location was approved by the State Highway Commission on January 10, 1941, but was subsequently postponed on account of wartime shortages. I recommend that a signal be installed at the Main Street intersection with the Pacific Highway at an estimated cost of $3,300, which cost would be equally shared by the State and the City.

Investigation of the 6th Street and Pacific Highway intersection reveals that there are only 7,147 vehicles entering the intersection during a 16-hour period, of which 75 per cent are on the main highway and 25 per cent enter from the side streets. This does not warrant signal installation, and I recommend that the request for a signal at this intersection be denied.

This matter will be on the next agenda for your consideration.

Very truly yours,

H. H. Baldock
State Highway Engineer

[illegible] hi
cc: Mr. Williams
Mr. Crandall

SUGGESTED

May 23, 1949

SUGGESTED

Oregon State Highway Commission

Gentlemen:

We have been requested by the City of Cottage Grove, through their City Recorder, to install traffic signals at the intersection of Main and 9th (US99) and 6th Street and US99 in their city. As a result of our investigation it is recommended that the request for a traffic signal at the intersection of 9th and Main Streets by approved at an estimated cost of $3,300, of which the City would pay fifty per cent. It is further recommended that the request for a traffic signal at the intersection of 6th and US99 be denied.

On January 10, 1941 the installation of a traffic signal at 9th and Main Street was approved by the State Highway Commission but installation was subsequently postponed because of wartime shortages of material. Since 1941 we have investigated requests for signals at the 9th and Main Street intersection on five occasions and have consistently denied the request, feeling that the situation was not critical enough. However, our most recent investigation during April, 1949, revealed that traffic volumes had increased sufficiently to justify the installation of a signal.

Very truly yours,

cc - F. B. Crandall

SUGGESTED

May 23, 1949

SUGGESTED

Mr. D. J. Allen
City Recorder
City of Cottage Grove
Cottage Grove, Oregon

Dear Sir:

As a result of your request to our Traffic Engineer, Mr. F. B. Crandall, for a study of traffic conditions at 9th and Main and 6th and US99 in your City, we wish to inform you that we are referring to the State Highway Commission, at their June 27-28 meeting, a favorable recommendation for the installation of a signal at the intersection of 9th and Main Streets. We are recommending that the request for installation of a signal at 6th and US99 be denied. As a result of our investigation, considering the vehicular, pedestrian, and accident warrants, we find that the 9th and Main Streets intersection justifies installation of a signal whereas the 6th Street intersection is still below the minimum warrants.

If the State Highway Commission approves the installation of a signal at the intersection of 9th and Main Streets it is estimated that the total cost will be $3,300 which will be borne equally by the City and the State. The City's share, therefore, of the cost of installing this signal, will be $1,650. At such time as the Highway Commission has taken action on this matter we will advise you further. Do not construe this letter as being final approval of the installation of a signal.

Very truly yours,

cc - F. B. Crandall

FORM H-30 REM 1-49 20000

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

May 23, 1949
Salem, Oregon

SUBJECT: Request for traffic signals - US99 - Cottage Grove

To: Mr. W. C. Williams

Attached is copy of a letter received in this office from D. J. Allen, City Recorder of Cottage Grove, requesting that we make a traffic check at the intersections of 9th (US99) and Main, and 6th Street and US99, with a view to installing signals. Also attached is a copy of the report of our investigation which was made as a result of this request.

I am also attaching suggested draft to the State Highway Commission recommending installation of a signal at 9th and Main, and, in the event that you concur in this suggestion to the Commission, attached is a suggested draft to the City advising them of our action.

You will note in reviewing the report that speeds are unreasonably high in that 82% is the lowest percentage of vehicles exceeding 25 miles per hour that was found in our four checks. The average would be somewhere around 90%. Although not contained in the report, we made a review of accidents between Main and 6th on US99 and found that there was a total of 11 accidents in the three-year period 1946 - 1948 inclusive, of which 10 were property damage and one was non-fatal, with one person injured. This is not a critical experience; quite to the contrary, it is favorable. Even in view of these excessive speeds, we do not feel that we could recommend an additional traffic signal for 6th Street purely for the purpose of speed control, for it would not be consistent with good practice. Further, we do not feel that we could recommend raising the speed limit on this section of US99 even though the design would dictate a 35 m.p.h. speed, because west of Main Street and 9th the transition in alignment is so pronounced that it is possible we would breed a worse accident condition than now prevails. About the only solution to this problem will be the ultimate completion of US99 through Cottage Grove.

F. B. Crandall
Traffic Engineer

JAH/mah

Attachments

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division

REPORT OF NEED FOR TRAFFIC SIGNALS
US99 - Cottage Grove

Recommendation:

It is recommended that the request for traffic signals at the intersection of Ninth (US99) and Main Streets in Cottage Grove be approved. It is estimated that the installation of signals will cost $3,300.00. It is further recommended that the request for traffic signals at the intersection of Sixth Street and US99 be denied.

Historical Background:

These intersections have a long history of requests and investigation as follows:

1. January 10, 1941 -- Installation of traffic signals at Ninth and Main approved by Highway Commission (subsequently postponed because of war-time shortages.)

2. September, 1941 -- Flashing beacon installed at Sixth and US99.

3. April, 1944 -- Request for signal installation at Ninth and Main (postponed).

4. August, 1944 -- Flashing beacon installed at Ninth and Main.

5. August, 1945 -- Request for four-way stop at Ninth and Main (denied).

6. March, 1947 -- Request for signals at Ninth and Main (denied, jiggle bars, curbing and signing substituted in lieu thereof).

7. April, 1949 -- Request for signals at Ninth and Main and at Sixth and US99.

This investigation and report is in response to the latter request.

Investigation:

Main Street and Sixth Street in the City of Cottage Grove are the two main traffic arteries leading from the easterly half of the city and from the country to the east. Main Street serves the Dorena Dam country and Sixth Street the Black Butte area. The Sixth Street intersection is a school crossing. The railroad crossing on Main Street just east of Ninth Street has wigwag signals. The Ninth and Main Street intersection has long been a cause of confusion and hazard because of the abrupt transition from four to two lanes. As mentioned above, jiggle bars, curbing and improved signing were placed at this intersection in 1947 in an effort to correct the situation. As is evidenced by the accident record this treatment has not been successful.

Sixteen hour vehicle and pedestrian counts were taken at these intersections on Wednesday, April 27, 1949. The table below summarizes the essential data.

Intersection	VEHICLE WARRANT Ave.Hrly.Veh.Vol. (Max. 8 hours)	% From Cross St.	PEDESTRIAN WARRANT Ave.Hrly.Ped. Vol.Across Main Street	Ave.Hrly.Veh. Vol.on Main Street
Ninth (US99) & Main St.	729	44.6	73	587
Pacific Hwy.(US99) & Sixth St.	478	24.9	32	332

The standard signal warrants require that the average hourly volume of vehicles entering the intersection from all directions during the maximum eight hours should be 750. They further require that 25% of such traffic must enter from the side or cross street. From the table above it is seen that the Ninth Street and Main Street intersection very nearly meets the total volume requirement and has considerably more than the traffic entering from the cross street. The US99 and Sixth Street intersection falls so far below the warrant that no considerations can be given. The pedestrian warrant requires that the average hourly volume of pedestrians crossing the main street be 250. From the table it is evident that pedestrian volumes cannot be considered in determining the need for signalization of these intersections.

Attached are collision diagrams depicting the accident records at these intersections for the three-year period from January 1, 1946 to December 31, 1948. The table below summarizes the accident data.

Intersection	Accident Record 1946-1948, Inclusive Total Acc.	Killed	Injured	Preventable by Signals
Ninth (US99) & Main St.	33	1	1	9
Pacific Hwy.(US99) & Sixth St.	16	1	3	4

Both of these intersections have had an appreciable number of accidents during the three-year period. Nine of the thirty-three accidents which occurred at the Ninth and Main intersection might have been prevented by signals. There were four preventable accidents at the US99 and Sixth Street intersection.

Speed checks were taken both north and south of the Sixth Street intersection. The table below shows the results of the checks.

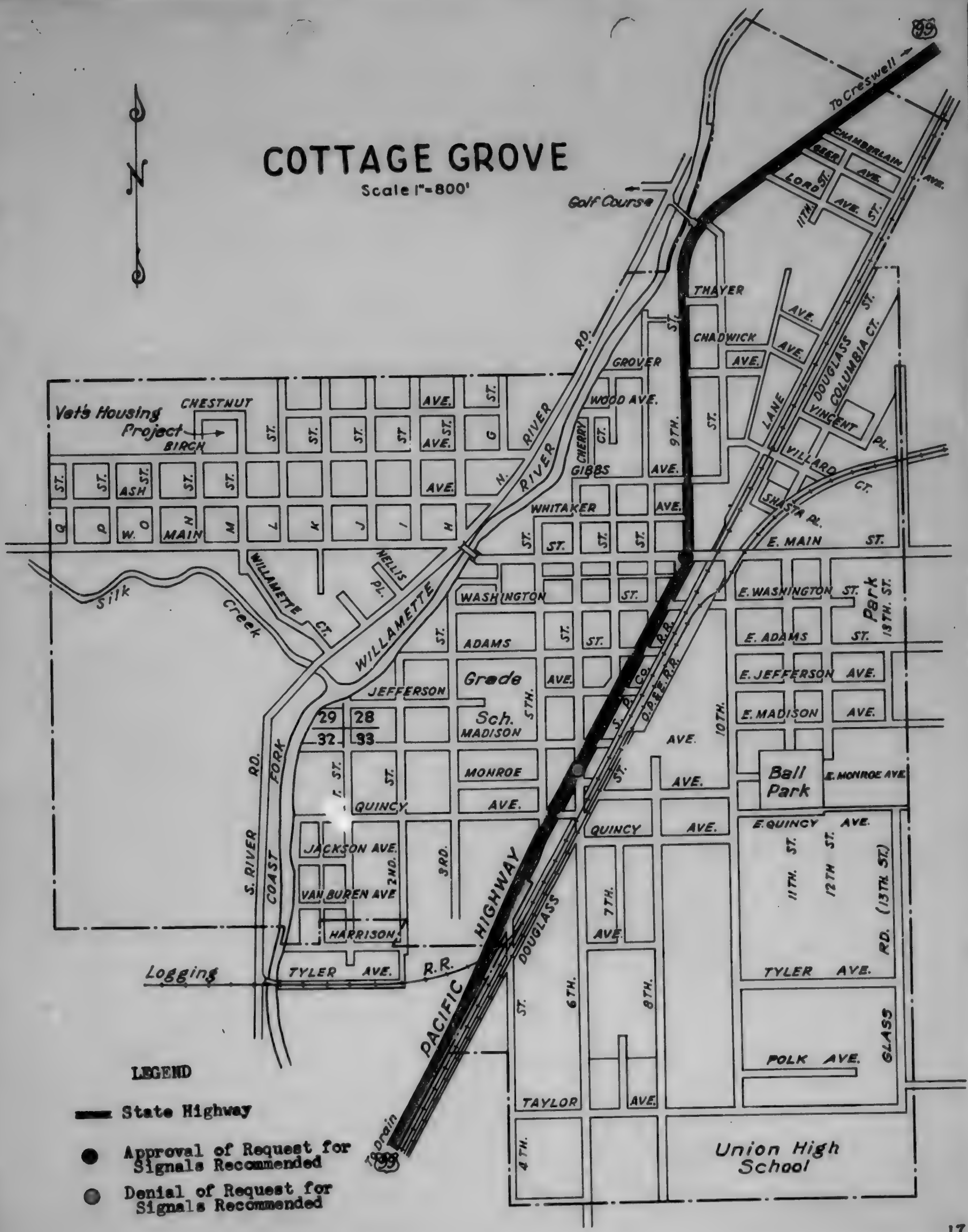
Location	85% Speed N.Bound	85% Speed S.Bound	Pace N.Bound	Pace S.Bound	% Exceeding 25 m.p.h. N.Bound	% Exceeding 25 m.p.h. S.Bound
150' S. of Quincy	46.0	39.5	35-45	28-38	92	89
50' N. of Madison	37.0	34.0	26-36	23-33	95	82

It at once becomes evident that speeds are unreasonably high in this section. The signed speed is 25 miles per hour. At the present time, over 90 percent of all vehicles are traveling at speeds in excess of the signed speed. If signals are installed, a large number of rear end collisions can be expected unless enforcement practices are improved.

It is recommended that a fixed time traffic signal system be installed at the intersection of Ninth and Main Street. This installation is estimated to cost $3,300.00. It is not believed that the Sixth Street intersection warrants signalization at the present time.. The traffic volumes are relatively low and the majority of the accidents which have occurred are of a type which cannot be prevented by signals.

COTTAGE GROVE

Scale 1"=800'



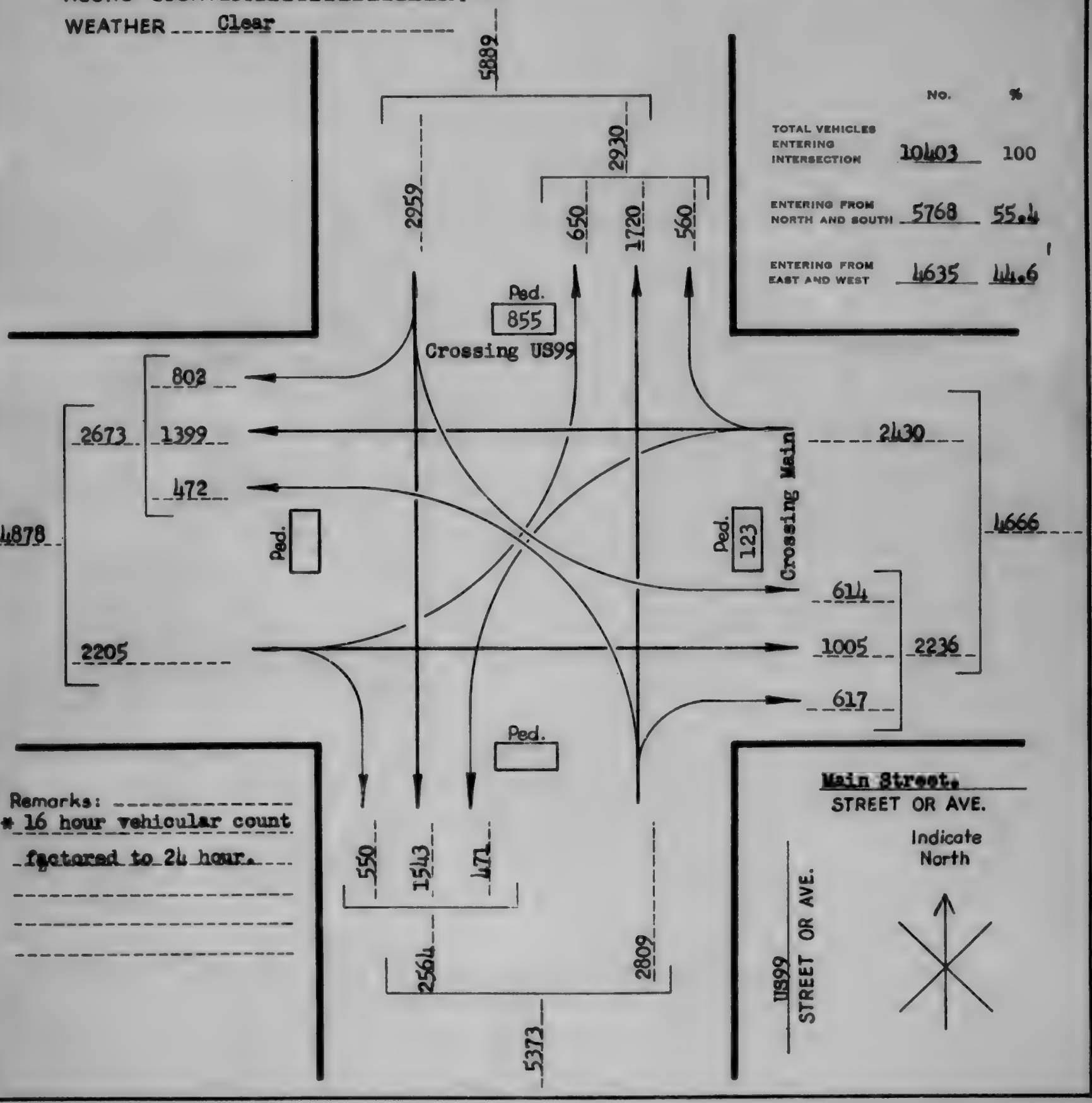
LEGEND

- State Highway
- Approval of Request for Signals Recommended
- Denial of Request for Signals Recommended

OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE April 27, 1949
DAY OF WEEK Wednesday
ACTUAL COUNT (VEH.) 16* HRS.
HOURS COUNTED 6:00 a.m. - 10:00 p.m.
PEDESTRIAN COUNT 16 HRS.
HOURS COUNTED 6:00 a.m. - 10:00 p.m.
WEATHER Clear

CITY OF Cottage Grove
INTERSECTION OF US 99 & Main Street
STATION NO
CODE NO
CLASSIFICATION All Vehicles



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	10403	100
ENTERING FROM NORTH AND SOUTH	5768	55.4
ENTERING FROM EAST AND WEST	4635	44.6

Remarks:
* 16 hour vehicular count factored to 24 hour.

FORM E-126 BM 4-40

Form E-40-301

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

Date April 27, 1949
Day of week Wednesday
Hours counted 6:00 a.m. - 10:00 p.m.
Weather Clear

Classification All Vehicles

City of Cottage Grove
Intersection US99 & Main
Station number
Code number

	TIME	SUMMARY BY MOVEMENTS													From North and South	Per Cent of Total	From East and West	Per Cent of Total	SUMMARY BY LEGS				PEDESTR
		North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL					North	East	West	South	North & South
A.M.	6:00- 7:00	24	22	7	9	63	51	35	23	17	21	12	5	289	171	59.2	118	40.8	176	142	91	169	14
	7:00- 8:00	61	21	21	24	102	62	37	55	61	51	24	14	533	311	58.3	222	41.7	291	286	175	314	38
	8:00- 9:00	24	36	46	26	99	77	69	37	36	37	12	24	523	307	58.7	216	41.3	308	239	214	285	47
	9:00-10:00	26	36	39	36	88	84	68	42	22	28	13	9	491	274	55.8	217	44.2	309	222	207	244	49
	10:00-11:00	43	38	47	41	120	125	69	30	25	33	24	26	621	394	63.4	227	36.6	414	238	237	353	58
	11:00-12:00	21	33	32	31	107	110	62	51	14	27	21	20	529	317	59.9	212	40.1	334	208	217	299	60
	12:00- 1:00	47	34	57	43	96	115	85	70	31	47	43	25	693	387	55.8	306	44.2	392	314	323	357	74
	1:00- 2:00	41	41	47	36	87	114	80	38	29	42	22	22	599	353	58.9	246	41.1	366	271	245	316	64
	2:00- 3:00	32	35	65	35	90	122	97	68	24	34	41	33	676	376	55.6	300	44.4	379	290	339	344	95
	3:00- 4:00	43	26	51	60	104	129	78	59	24	28	35	30	667	385	57.7	282	42.3	413	258	313	350	57
P.M.	4:00- 5:00	40	71	73	48	100	135	118	96	29	50	37	39	836	437	52.3	399	47.7	467	404	411	390	92
	5:00- 6:00	58	51	48	43	127	171	177	111	40	68	61	67	1022	539	52.7	483	47.3	498	505	507	534	87
	6:00- 7:00	37	31	53	51	88	104	109	79	28	36	44	30	690	348	50.4	342	49.6	364	320	366	330	39
	7:00- 8:00	28	17	83	36	71	81	118	66	24	21	43	42	630	326	51.7	304	48.3	316	274	388	282	42
	8:00- 9:00	24	11	36	32	40	47	47	41	16	21	28	27	370	195	52.7	175	47.3	190	160	211	179	14
	9:00-10:00	9	6	24	40	21	37	23	48	8	17	40	16	289	124	42.9	165	57.1	137	111	191	139	25
	10:00-11:00																						
	11:00-12:00																						
	12:00- 1:00																						
A.M.	1:00- 2:00																						
	2:00- 3:00																						
	3:00- 4:00																						
	4:00- 5:00																						
	5:00- 6:00																						
24-Hour total .		614	560	802	650	1543	1720	1399	1005	471	617	550	472	10403	5768	55.4	4635	44.6	5889	4666	4878	5373	
16 Hour total .		558	509	729	591	1403	1564	1272	914	428	561	500	429	9458	5244	55.4	4214	44.6	5354	4242	4435	4885	855
___-Hour total .																							
Control . . .																							
Factor . . .																							

US99 St. is North and South

Main St. is East and West

Tabulated by
Computed by
Checked by
Checked by

STATE PRINTING DEPT.

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

pril 27, 1949
k Wednesday
nted 6:00 a.m. - 10:00 p.m.
Clear

Classification All Vehicles

City of Cottage Grove
Intersection US99 & Main
Station number
Code number

SUMMARY BY MOVEMENTS												SUMMARY BY LEGS				PEDESTRIANS USING CROSSWALKS			
t th	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	North	East	West	South	North & South	East	East & West	South
2	7	9	63	51	35	23	17	21	12	5	289	171	59.2	118	40.8	176	142	91	169	14		5	
1	21	24	102	62	37	55	61	51	24	24	533	311	58.3	222	41.7	291	286	175	314	38		12	
6	46	26	99	77	69	37	36	37	12	24	523	307	58.7	216	41.3	308	239	214	285	47		11	
6	39	36	88	84	68	42	22	28	13	9	491	274	55.8	217	44.2	309	222	207	244	49		3	
8	47	41	120	125	69	30	25	33	24	26	621	394	63.4	227	36.6	414	238	237	353	58		18	
3	32	31	107	110	62	51	14	27	21	20	529	317	59.9	212	40.1	334	208	217	299	60		8	
4	57	43	96	115	85	70	31	47	43	25	693	387	55.8	306	44.2	392	314	323	357	74		7	
1	47	36	87	114	80	38	29	42	22	22	599	353	58.9	246	41.1	366	271	245	316	64		1	
5	65	35	90	122	97	68	24	34	41	33	676	376	55.6	300	44.4	379	290	339	344	95		12	
6	51	60	104	129	78	59	24	28	35	30	667	385	57.7	282	42.3	413	258	313	350	57		7	
1	73	48	100	135	118	96	29	50	37	39	836	437	52.3	399	47.7	467	404	411	390	92		12	
1	48	43	127	171	177	111	40	58	61	67	1022	539	52.7	483	47.3	498	505	507	534	87		16	
1	53	51	88	104	109	79	28	36	44	30	690	348	50.4	342	49.6	364	320	366	330	39		4	
7	83	36	71	81	118	66	24	21	43	42	630	326	51.7	304	48.3	316	274	388	282	42		4	
1	36	32	40	47	47	41	16	21	28	27	370	195	52.7	175	47.3	190	160	211	179	14		3	
6	24	40	21	37	23	48	8	17	40	16	289	124	42.9	165	57.1	137	111	191	139	25		-	
0	802	650	1543	1720	1399	1005	471	617	550	472	10403	5768	55.4	4635	44.6	5889	4666	4878	5373				
9	729	591	1403	1564	1272	914	428	561	500	429	9458	5244	55.4	4214	44.6	5354	4242	4435	4885	855		123	

US99 St. is North and South

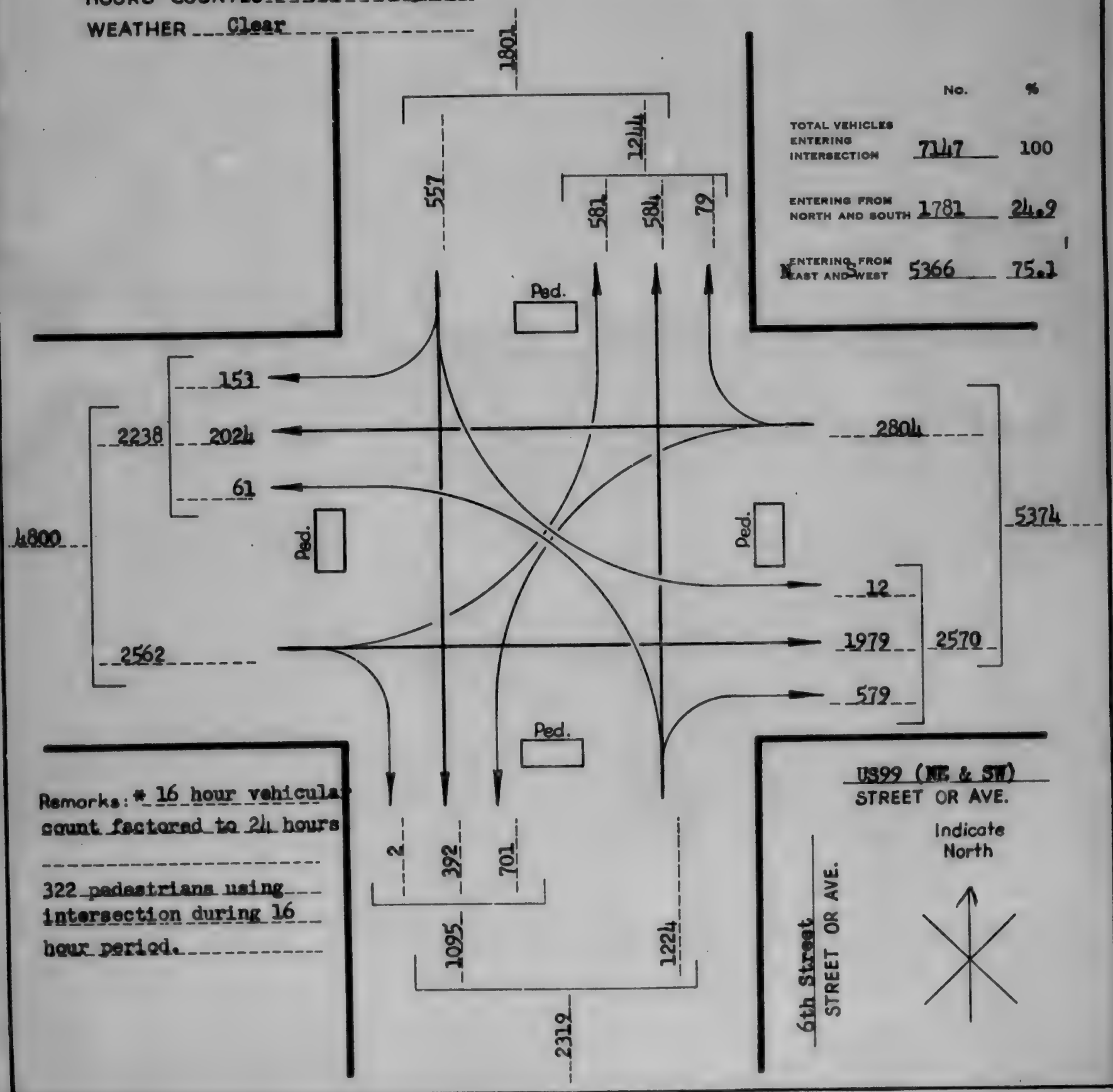
Main St. is East and West

Tabulated by
Computed by
Checked by
Checked by

OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE April 27, 1949
DAY OF WEEK Wednesday
ACTUAL COUNT (VEH.) 16* HRS.
HOURS COUNTED 6 a.m. - 10 p.m.
PEDESTRIAN COUNT 16 HRS.
HOURS COUNTED 6 a.m. - 10 p.m.
WEATHER Clear

CITY OF Cottage Grove
INTERSECTION OF Sixth & US99
STATION NO
CODE NO
CLASSIFICATION All Vehicles



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	7147	100
ENTERING FROM NORTH AND SOUTH	1781	24.9
ENTERING FROM EAST AND WEST	5366	75.1

Remarks: * 16 hour vehicular count factored to 24 hours

322 pedestrians using intersection during 16 hour period.

US99 (NE & SW)
STREET OR AVE.

6th Street
STREET OR AVE.

Indicate North

FORM E-128 SM 4-40

Form E-40-SH

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

Date April 27, 1949
Day of week Wednesday
Hours counted 6:00 a.m. - 10:00 p.m.
Weather Clear
Classification All Vehicles

City of Cottage Grove
Intersection Sixth & US99
Station number
Code number

	TIME	SUMMARY BY MOVEMENTS													From North and South	Per Cent of Total	From NEast and SWest	Per Cent of Total	SUMMARY BY LEGS				PEDESTRIANS	
		N to NE	NE to N	N to W	S to N	N to S	S to N	S to NE	NE to S	NE to S	S to W	S to W	S to W	TOTAL					North	NEast	SWest	South	North	
A.M.	6:00- 7:00			3	1	5	11	58	42	14	24			158	43	27.2	115	72.8	20	138	104	54		
	7:00- 8:00			12	10	12	25	157	75	26	42		1	360	92	25.6	268	74.4	59	300	255	106		
	8:00- 9:00			6	32	29	53	103	89	53	43		2	410	133	32.4	277	67.6	120	288	232	180		
	9:00-10:00			12	35	8	30	91	113	22	21		2	334	73	21.9	261	78.1	85	247	253	83		
	10:00-11:00			8	31	17	23	133	129	38	23			402	71	17.7	331	82.3	79	323	301	101		
	11:00-12:00			13	30	26	25	144	117	42	34		5	436	103	23.6	333	76.4	94	337	309	132		
P.M.	12:00- 1:00			20	36	40	43	129	130	56	47		6	507	156	30.8	351	69.2	139	362	321	192		
	1:00- 2:00			11	27	14	40	107	146	24	27		2	398	94	23.6	304	76.4	92	304	293	107		
	2:00- 3:00	1	7	5	27	13	27	131	96	42	23	2	1	375	70	18.7	305	81.3	80	300	262	108		
	3:00- 4:00	4	5	9	12	29	21	148	68	77	16		6	395	85	21.5	310	78.5	80	318	243	149		
	4:00- 5:00	2	21		66	30	43	147	118	54	47		5	533	127	23.8	406	76.2	162	389	336	179		
	5:00- 6:00	2	15		45	33	35	142	160	45	23		5	505	98	19.4	407	80.6	130	387	352	141		
	6:00- 7:00	1	11	6	67	5	42	69	197	32	41		10	481	105	21.8	376	78.2	132	351	349	130		
	7:00- 8:00			12	17	26	18	65	63	19	26		4	250	86	34.4	164	65.6	73	173	161	93		
	8:00- 9:00		8	14	32	34	48	97	83	45	41		3	405	140	34.6	265	65.4	136	274	229	171		
	9:00-10:00	1	5	8	60	35	47	119	173	48	48		3	547	142	26.0	405	74.0	156	394	363	181		
	10:00-11:00																							
	11:00-12:00																							
A.M.	12:00- 1:00																							
	1:00- 2:00																							
	2:00- 3:00																							
	3:00- 4:00																							
	4:00- 5:00																							
	5:00- 6:00																							
24-Hour total .		12	79	153	581	392	584	2024	1979	701	579	2	61	7147	1781	24.9	5366	75.1	1801	5374	4800	2319		
16-Hour total .		11	72	139	528	356	531	1840	1799	637	526	2	55	6496	1618	24.9	4878	75.1	1637	4885	4363	2107		
---Hour total .																								
Control . . .																								
Factor . . .																								

Sixth Street St. is North and South (N S)
US99 St. is East and West

Tabulated by
Computed by
Checked by
Checked by

STATE PRINTING DEPT.

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

April 27, 1949
...f week Wednesday
...s counted 6:00 a.m. - 10:00 p.m.
...her Clear

Classification All Vehicles

City of Cottage Grove
Intersection Sixth & US99
Station number
Code number

SUMMARY BY MOVEMENTS																SUMMARY BY LEGS				PEDESTRIANS USING CROSSWALKS			
N East to North	S North to West	S West to North	North to South	South to North	N East to S West	S West to N East	N East to South	South to N East	S West to South	South to S West	TOTAL	From North and South	Per Cent of Total	From N East and S West	Per Cent of Total	North	N East	S West	South	Crossing Intersection			
	3	1	5	11	58	42	14	24			158	43	27.2	115	72.8	20	138	104	54				8
	12	10	12	25	157	75	26	42		1	360	92	25.6	268	74.4	59	300	255	106				16
	6	32	29	53	103	89	53	43		2	410	133	32.4	277	67.6	120	288	232	180				52
	12	35	8	30	91	113	22	21		2	334	73	21.9	261	78.1	85	247	253	83				5
	8	31	17	23	133	129	38	23			402	71	17.7	331	82.3	79	323	301	101				12
	13	30	26	25	144	117	42	34		5	436	103	23.6	333	76.4	94	337	309	132				17
	20	36	40	43	129	130	56	47		6	507	156	30.8	351	69.2	139	362	321	192				49
	11	27	14	40	107	146	24	27		2	398	94	23.6	304	76.4	92	304	293	107				19
7	5	27	13	27	131	96	42	23	2	1	375	70	18.7	305	81.3	80	300	262	108				11
5	9	12	29	21	148	68	77	16		6	395	85	21.5	310	78.5	80	318	243	149				23
21		66	30	43	147	118	54	47		5	533	127	23.8	406	76.2	162	389	336	179				45
15		45	33	35	142	160	45	23		5	505	98	19.4	407	80.6	130	387	352	141				38
11	6	67	5	42	69	197	32	41		10	481	105	21.8	376	78.2	132	351	349	130				12
	12	17	26	18	65	63	19	26		4	250	86	34.4	164	65.6	73	173	161	93				6
8	14	32	34	48	97	83	45	41		3	405	140	34.6	265	65.4	136	274	229	171				2
5	8	60	35	47	119	173	48	48		3	547	142	26.0	405	74.0	156	394	363	181				7
79	153	581	392	584	2024	1979	701	579	2	61	7147	1781	24.9	5366	75.1	1801	5374	4800	2319				
72	139	528	356	531	1840	1799	637	526	2	55	6496	1618	24.9	4878	75.1	1637	4885	4363	2107				322

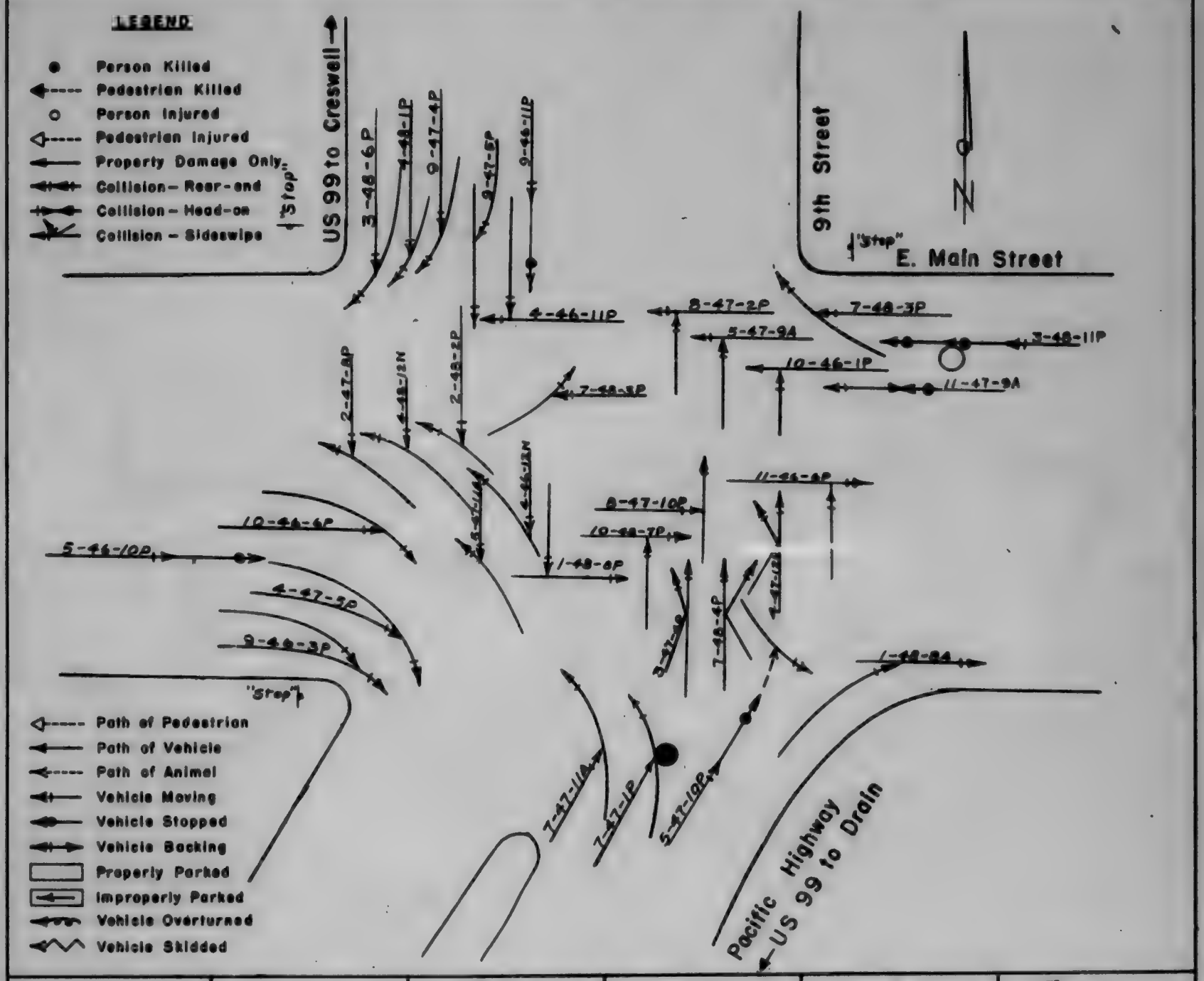
Sixth Street ..... St. is North and South (N / S)
US99 ..... St. is East and West

Tabulated by .....
Computed by .....
Checked by .....
Checked by .....

Oregon State Highway Department
Traffic Engineering Division
Accident Analysis

COLLISION DIAGRAM

City of Cottage Grove County Lane
Intersection of Main and 9th Street
Highway Number US 99
Period Covered 1-1-46 12-31-48
Compiled by M.T. Drawn by J.B. Date 4-20-49

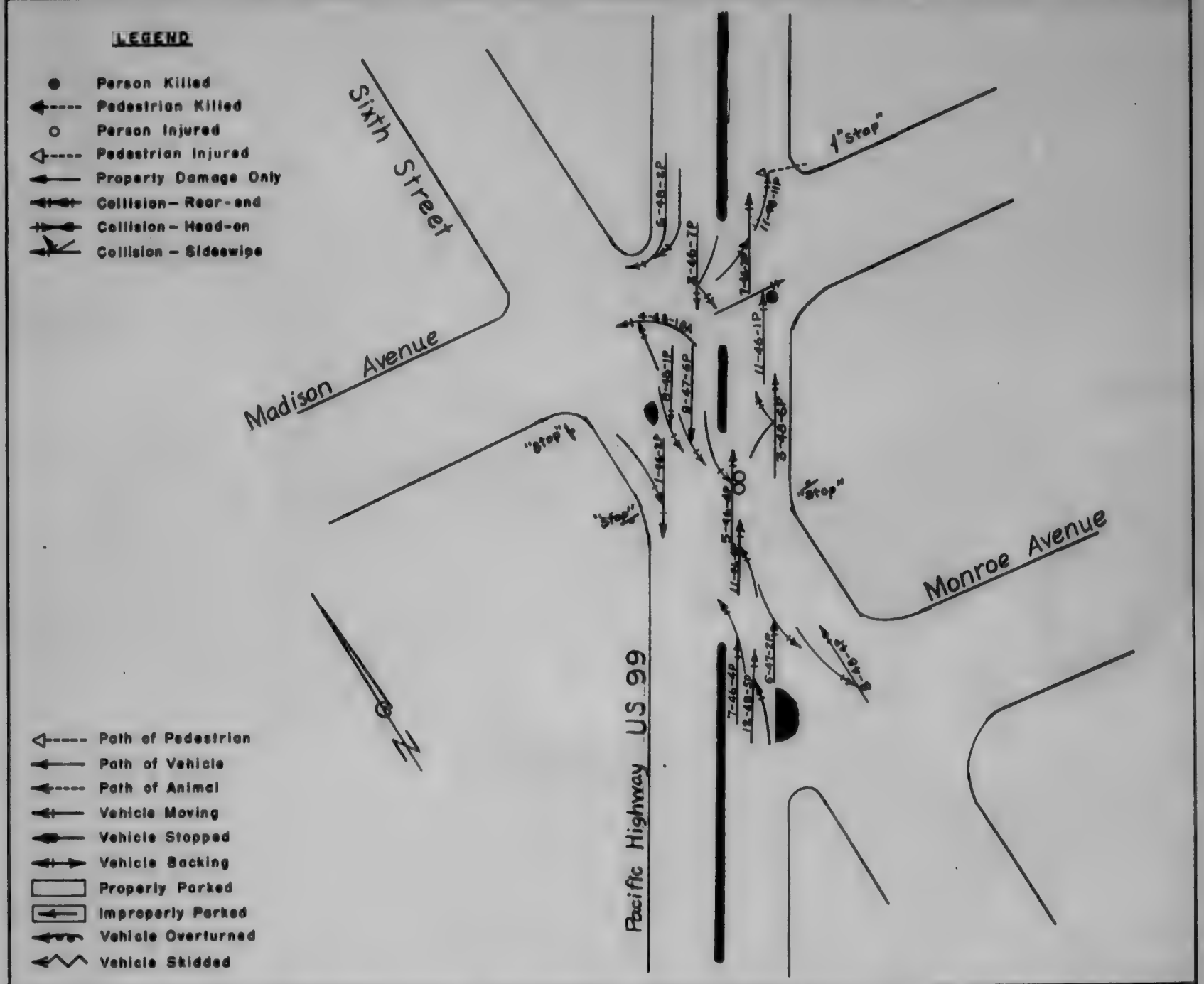


Collision Type	1946				1947				1948				Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle							3	3			2	2			2	2			7	7
Head-on																				
Rear-end							2	2			2	2		1		1		1	4	5
Sideswipe											2	2			1	1			3	3
Turning Movement							3	3	1		6	7			7	7	1		16	17
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian																				
Backing											1	1							1	1
Misc.																				
TOTAL							8	8	1		13	14		1	10	11	1	1	31	33

Form E-861—2M—11-48

Oregon State Highway Department
Traffic Engineering Division
Accident Analysis
COLLISION DIAGRAM

City of Cottage Grove County Lane
Intersection of 6th Street and Pacific Highay
Highway Number US 99
Period Covered 1-1-46 12-31-48
Compiled by M.T. Drawn by J.B. Date 4-20-49

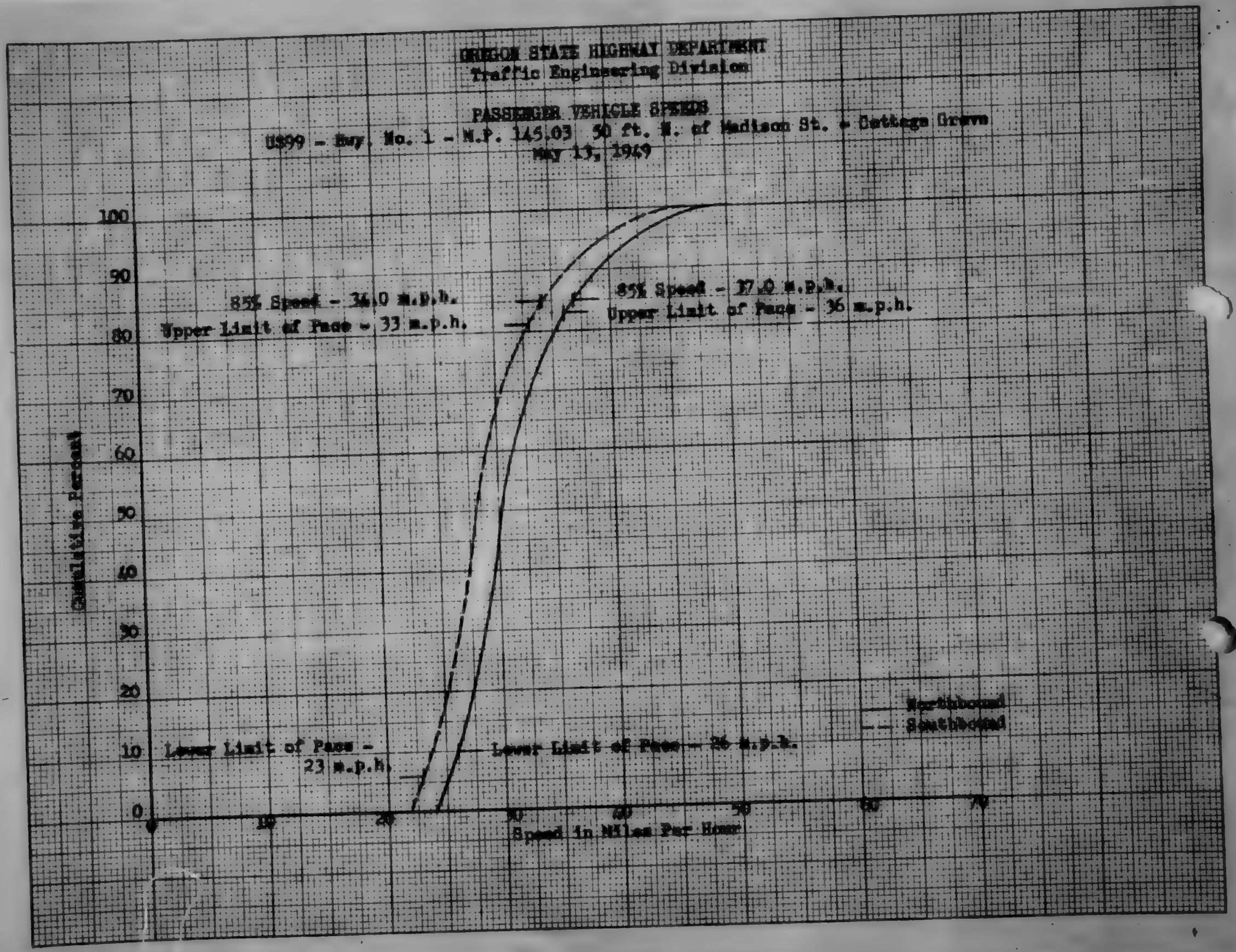


Collision Type	1946				1947				1948				Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle					1			1									1			1
Head-on																				
Rear-end																				
Sideswipe							1	1							1	1			2	2
Turning Movement						1	4	5			2	2			5	5		1	11	12
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian										1		1						1		1
Backing																				
Misc.																				
TOTAL					1	1	5	7			2	2		1	6	7	1	2	13	16

Form E-261—2M—11-45

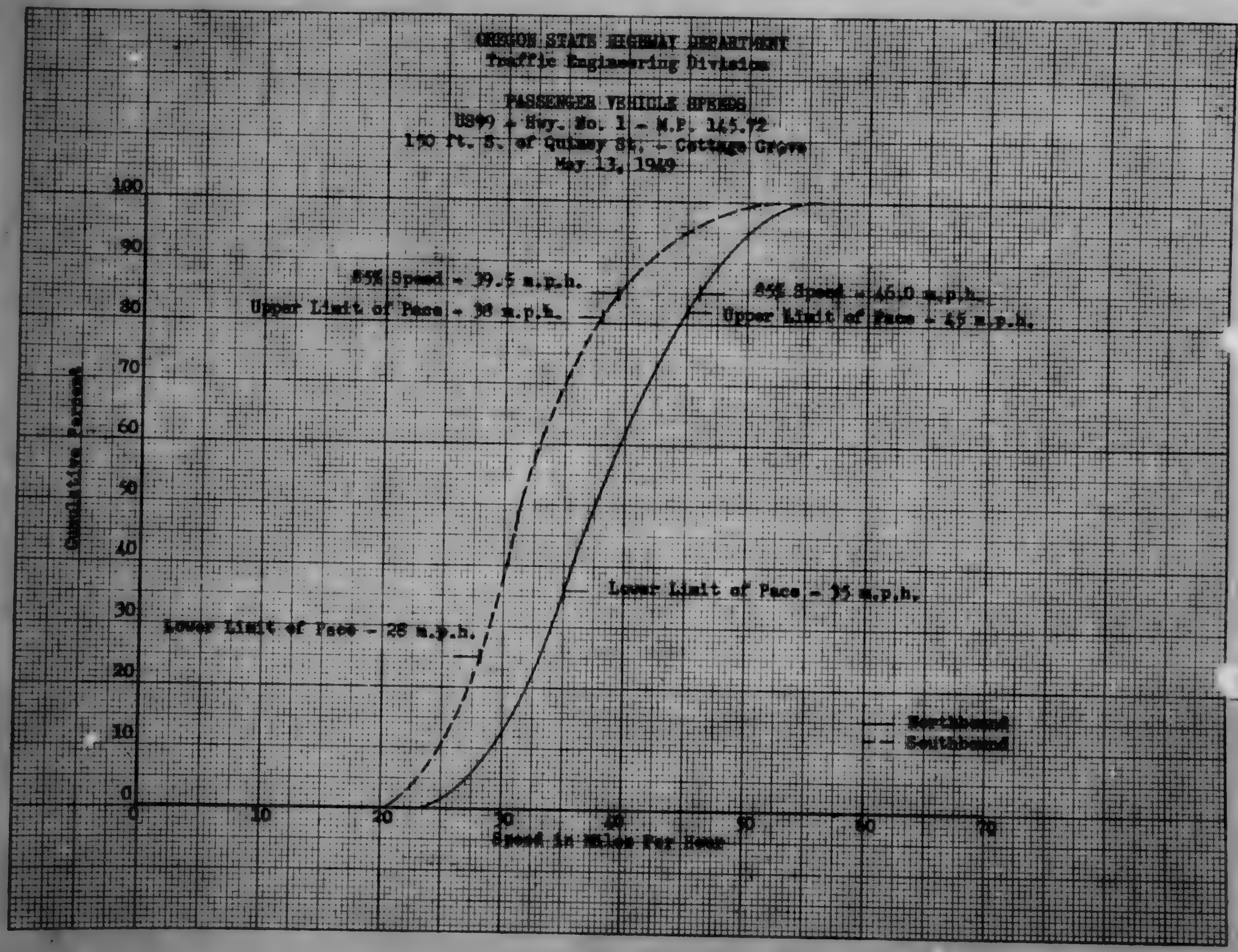
OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division

PASSENGER VEHICLE SPEEDS
US99 - Hwy. No. 1 - M.P. 145.03 50 ft. N. of Madison St. - Cottage Grove
May 13, 1949



OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division

PASSENGER VEHICLE SPEEDS
US99 - Hwy. No. 1 - M.P. 145.72
150 ft. S. of Quincy St. - Cottage Grove
May 13, 1949



F-159(4) Otis-Sulphur Cr. Sec., Salmon River Hwy. 1949

#3220

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D-4-9(4)

3220

R. H. Baldock

December 22nd, 1950

FINAL COST ANALYSIS

Contract #3220
Otis-Sulphur Creek

Asphaltic Concrete Paving
Warren Northwest Inc., Contractor
J. F. Folston & P. P. Whitmore, Resident Engineers

Prefix 21-1026
Salmon River Highway

NOTED
State Highway Engineer

Description	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Emulsified Asphalt in Tack Coat	1.374	Ton	$45.00	$55.80	$76.67	$61.83
Class "B" Asph. Conc.	17,599.608	"	6.25	6.89	121,345.47	109,997.55
3/4"-0" Mat'l. in Shldrs.	5,614	Cu. Yd.	3.00	3.08	17,296.61	16,842.00
Sprinkling	78	M-Gal.	2.50	4.09	319.17	195.00
Purchase Order No. 6903:						
Crushed Gravel in Stockpile at Roads End, M.P. 124.85 Oregon Coast Highway:						
1/2"-1/4" Cr. Gravel	587.99	Cu. Yd.	2.45	3.13	1,840.40	1,440.58
3/4"-1/2" " "	390.24	" "	2.45	3.13	1,221.45	956.09
Crushed Gravel in Stockpile at Otis Junction, Salmon River Highway M.P. 0.4:						
3/4"-1/2" Cr. Gravel	570.27	Cu. Yd.	2.20	2.74	1,560.75	1,254.59
1/2"-1/4" " "	1,374.72	" "	2.20	2.74	3,762.61	3,024.38
1/4"-0" " "	894.55	" "	2.20	2.74	2,448.38	1,968.01
Misc. Sales of Pit Run	500.0	" "	1.60	1.06	527.92	800.00
					$150,399.43	$136,540.03

Total Cost	$150,399.43
Gross Revenue	136,540.03
Net Loss	$ 13,859.40

Net Loss Equals 10.2% of Gross Revenue

FOR FILING
UNSEALED

Otis-Sulphur Creek

Detail of Cost

Labor:			
Supervision		$5,320.00	
Labor		45,117.30	
State Industrial Accident Insurance		1,015.14	
Unemployment Insurance		766.99	
Social Security		504.37	
			$52,723.80
Materials:			
85-100 Asphalt	1,097.04 Tons at $20.00	$21,940.80	
Transport Freight on Asphalt (at $3.60 cwt.)		3,965.55	
Bitumuls	1.374 T @ 24.04	33.03	
Freight on Bitumuls		10.00	
Muck Sand	1,056 Cu. Yd. at $0.75	792.00	
Royalty on Crushed Gravel	23,940 " " " 0.10	2,394.00	
			29,135.38
Equipment Rental & Miscellaneous Expense:			
Equipment Rental		$44,701.00	
Hired Trucks		1,228.50	
Gas, Oil, Grease & Plant Fuel		9,984.68	
Freight & Cartage		1,798.91	
Plant Setup Supplies		848.60	
Miscellaneous Supplies & Small		1,549.66	
P.U.C.'s		751.58	
Public Liability & Property Damage		644.08	
Bond		954.90	
Field Office Expense		716.58	
Home Office & General Overhead		5,461.76	
			68,640.25
			$150,499.43

Otis-Sulphur Creek

Breakdown of Asphaltic Concrete Costs

	Total	Quantity	Unit	Unit Cost
Move In & Set Up	$4,303.38	17,599.608	Ton	$0.245
Feeding Plant	2,412.20	"	"	0.137
Heat & Mix	18,555.22	"	"	1.054
85-100 Asphalt	25,906.35	"	"	1.472
Aggregate & Muck Sand	37,349.20	"	"	2.122
Haul to Road (Av. 3.2 Mi.)	7,818.20	"	"	0.444
Placing & Street Work	9,001.97	"	"	0.511
Traffic Control	2,157.00	"	"	0.122
Overhead & Proratable Expense	13,841.95	"	"	0.786
	$121,345.47	17,599.608	Ton	$6.893

3,000-Lb. batch, single drier plant. Av. production 52 tons per hour. (Production low due to wet aggregate and limited drying capacity). Hauling cost $0.139 per ton mile. Plant situated adjacent to west end of project.

Otis-Sulphur Creek

Remarks:

This contract required the resurfacing with asphaltic concrete of 7.54 miles of the Salmon River Highway. The project was bid and awarded on September 19th, 1949, work was started on October 10th, 1949, and the contract was completed on July 20th, 1950.

The company decided to produce their own aggregate and purchased 5 acres along the Salmon River near Otis. Prior to moving in the portable crushing plant, a 3/4-yard shovel equipped with a dragline bucket started loading material from the river, and the gravel was hauled 0.3 of a mile and stockpiled at the plant site. The crushing plant operated from December 6th, until December 31st, 1949, and was then shut down for the winter. During this period the plant was fed from the stockpile with a D-7 cat and dozer. Crushing was resumed on April 5th, 1950, and was completed on June 15th. Of a possible 624 overall working hours, the plant actually crushed 556 hours and averaged only 36 cu. yds. per hour. The plant was a 40V Pioneer portable plant which was operated with the standard equipment during 1949, and with a 24" x 36" jaw primary ahead during 1950. As the material from the pit was wet, it was difficult to scalp and show in passing through the plant. Labor costs were high as the crew was carried on the payroll during breakdown periods.

Asphaltic concrete was produced with a 3,000-lb. batch, single drier plant. Asphalt was delivered to the job by hired transports hauling from Portland. 17,600 tons of Class "B" mix were produced and placed during 337 actual operating hours at an average of 52 tons per hour. Wet aggregate and a limited drying capacity combined to account for the very low production. The haul averaged 3.2 miles and an average of 5 light trucks were used.

The contractor's large loss on the work was due to low production both by the crushing plant and the asphalt plant, which consequently raised the cost of the main bid items.

E. H. Clymer
Cost Analyst

By . . V. R. Jones

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8-159 (4)

OREGON STATE HIGHWAY COMMISSION
(date)
August 23, 1950

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
3220	6-final	Warren Northwest, Inc.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
13771	380830	$ 1,812.82	8/22/50

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date:

Time Extensions:

Completion Date:

Date Accepted:

Penalties:

Claims:

Remarks:

Date:

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: AUG 23 1950

OREGON STATE HIGHWAY COMMISSION
(date)
August 21, 1950

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3220	6-final	Warren Northwest, Inc.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
13773	180830	$ 3,812.89	8/22/50

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: Aug. 31, 1950

Time Extensions: None required

Completion Date: July 20, 1950

Date Accepted: Aug. 21, 1950

Penalties: None of record

Claims: None of record

Remarks:

Date: 8-24-50

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed:

RECEIVED
FOR FILING

7-15-2(4)
F220

August 8, 1950

United States Guarantee Co.
90 John Street
New York 7, N. Y.

Gentlemen:

Please be advised that State Highway Contract No. 3220, for resurfacing on the Otis-Sulphur Creek Section of the Salmon River Highway in Lincoln County, has been completed by the contractor, Warren Northwest,Inc., and that final payment in the amount of $3,812.89 will be made after acceptance by the Commission.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $127,096.38, and that no force account work was performed on the project. This contract was completed July 20, 1950 but has not as yet been accepted by the Highway Commission.

This notice is sent to you as you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Dooly & Co.
Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD
8-8-50 GR

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AUG - 2 1950
FOR FILING

7-15-1 (4)

3220

August 2, 1950

United States Guarantee Co.
90 John Street
New York 7, N. Y.

Gentlemen:

You are advised of the intention of the State Highway Commission to make semi-final payment to Warren Northwest, Inc., on contract No. 3220, for resurfacing on the Otis-Sulphur Creek Section of the Salmon River Highway in Lincoln County. This payment, in the amount of $25,457.49, will be made on or after August 12, 1950. The retained percentage is $3,812.89.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Dooly & Co.
Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

Form E-1—8M—7-49

45 - 50

7-159 (4)

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 29, 1950

Section Otis 9 Sulphur Creek

Highway Salmon River

Contractor Warren Northwest

Date of contract September 19, 1949

Date work started October 10, 1949

Amount of contract $127,320.00

Estimated cost of completed project, exclusive of engineering . . . . . $ 127,096.38

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date $9,987.05, 7.8 %

Kind of work Pavement Resurfacing

Section prefix 21 - 1026

Contract number 3220

Date of completion August 31, 1950

Estimated date of completion July 20, 1950

Per cent of time elapsed 90 %

Date project was completed July 20, 1950

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The contractor has been dismantling his plant and cleaning up the site.

The semi-final Estimate was turned in to the Division Engineer Friday of this week.

NOTED
H. W. LIBBY

NOTED
B. A. MARTIN

RECEIVED
JUL 31 1950
DIVISION ENGINEER

NOTED
E. M. SMITH

Signed R Robertmore

Address Salem, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		7.54			7.54
Miles partially completed					
Miles completed		7.54			7.54
Total estimated quantities		5,000			17,600 Tons
Estimated quantities moved or placed to date		5,614			17,599.608 T.
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheep-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear, Warm		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	Cloudy		
Saturday	"		

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JUL 31 1950
OFFICE OF
CONSTRUCTION ENGINEER

State Printing Dept. 28571

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JUL 28 1950
FOR FILING

7 - 159 (4)

July 26, 1950

Mr. T. E. Davis, District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

This is to advise you that work was completed on July 20, 1950 on Contract No. 5228, Gold Beach-Brookings Creek Section, in connection with Federal Aid Project No. F-159 (4).

Very truly yours,

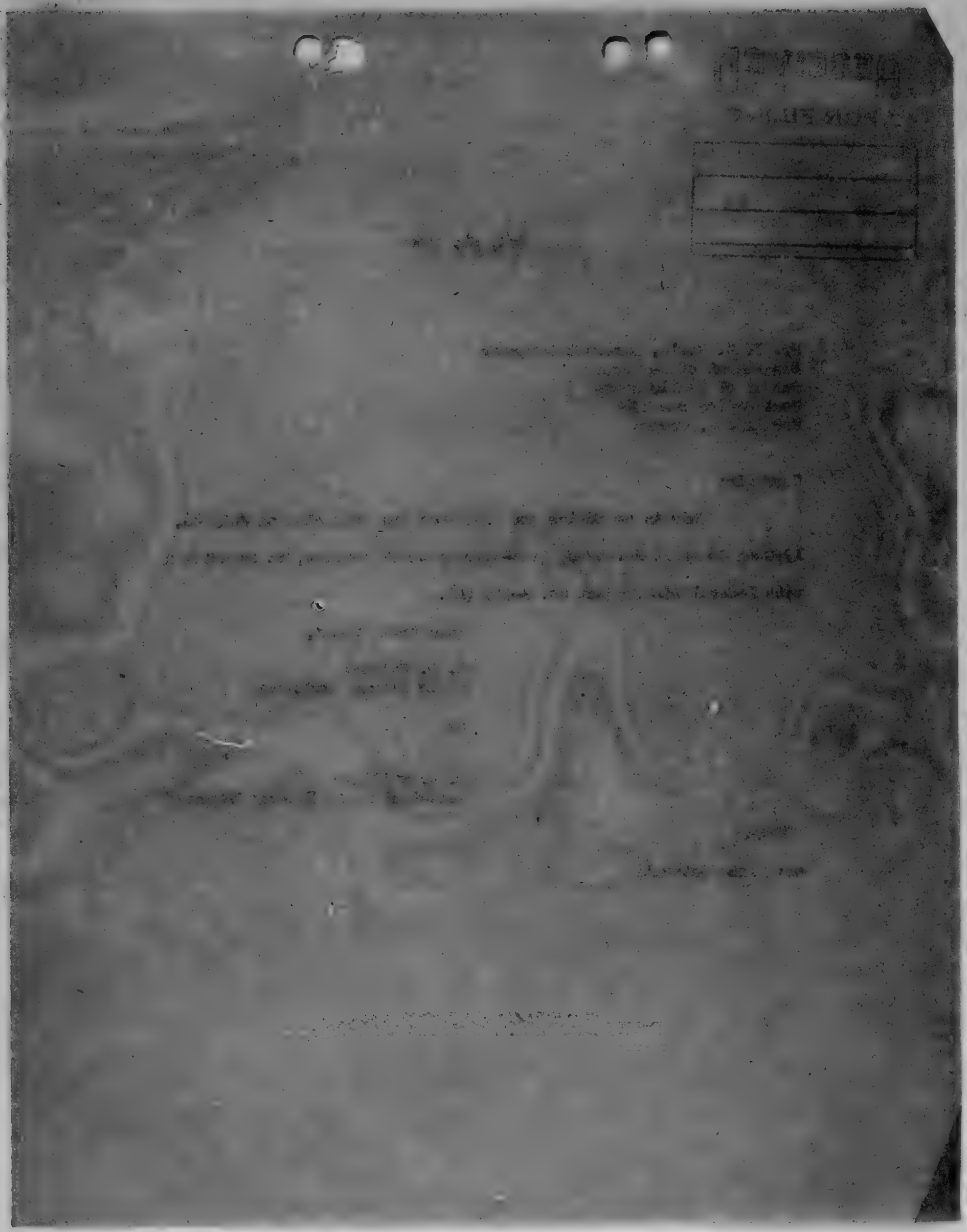
R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

WWS:ew

cc: John Gatchell



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MAY 25 1950
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Department of Commerce
BUREAU OF PUBLIC ROADS
~~PUBLIC ROADS ADMINISTRATION~~
~~FEDERAL WORKS AGENCY~~
DIVISION EIGHT

ALASKA
MONTANA
OREGON
IDAHO
WASHINGTON

May 22, 1950

P. O. BOX 3900
PORTLAND 8, OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon F 159(4)
Otis-Sulphur Creek

Dear Sir:

We are forwarding herewith for your files an executed copy of the project agreement for the above project.

Very truly yours,

W. H. LYNCH
Division Engineer

By: L. J. Caufield
L. J. Caufield
Principal Highway Engineer

Encl.

(Revised 1946)

OR 28

State Oregon

Federal Aid Project No. F-199(4)

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 18 day of May, 1950

by and between The Oregon State Highway Commission

constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 10th day of March, 19 49, a program, which was approved on the 30th day of August, 19 49, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 31st day of August, 19 49; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of eighty-four thousand and 00/100

dollars ($ 84,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

GPO 16—11379-8

UNITED STATES P
ARTICLE IV. The United
actually put into the
Agency

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 51, Laws 1920; Chapter 529, Laws 1939.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 758+86.6 in the NW 1/4 Section 29, T. 6 S., R. 9 E., W.M., and survey station 1153+77 in the SE 1/4, Section 30, T. 6 S., R. 10 W., W.M., without exception

, length 7.305 miles, in Lincoln County, being Oregon Federal-aid project No. F-159(4), consisting of 7.393 miles of roadway and five bridges, each of more than 20 feet clear span, 0.112 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

16—11379-2

(b) Whenever in this contract or in any document made a part thereof the terms "Public Roads Administration", "Federal Works Agency", "Federal Works Administrator", "General Services Administration", or "Administrator of General Services" appear, they shall include or have reference to "Bureau of Public Roads" or the "Department of Commerce" or the "Secretary of Commerce", as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of eighty-four thousand and 00/100 dollars ($84,000.00), which does not exceed the authorized Federal pro rata share of one hundred forty thousand fifty-two and 00/100 dollars ($140,052.00), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available) Chapter 329, Laws 1959.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 118

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By _____

Chairman, State Highway Commission
(Title of officer)

STATE HIGHWAY ENGINEER

Attest

SECRETARY

By _____

Member, State Highway Commission
(Title of officer)

By _____

Member, State Highway Commission
(Title of officer)

By _____

(Title of officer)

By _____

(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By _____

Division Engineer,
Public Roads Administration.

U. S. GOVERNMENT PRINTING OFFICE 16—11378-1

1950 DISTRICT

RECEIVED
FOR FILING

April 21, 1950

Mr. T. M. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

We are enclosing six copies of estimate as basis for project agreement for the Okie-Sulphur Creek Section, Project No. F-159 (4).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWWiga

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. F-159 (4)

OTIS-SULPHUR CREEK SECTION

OF THE SALMON RIVER HIGHWAY IN LINCOLN COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 12, 1950

Type Code 6201
(Sta. 758+86.66 to 1153+77.00)

46	tons	Emulsified Asphalt in Tank Cost	$45.00	$ 2,070.00
17,500	tons	Class "D" Asphaltic Concrete	6.25	109,375.00
5,000	cu. yds.	3/4" - 0" Material in Shoulders	3.00	15,000.00
100	M-gal.	Sprinkling	2.50	250.00
		Subtotal		$126,695.00
		10% Engr. & Cont.		12,669.50
		Total		$139,364.50

Type Code
Deck Paving (Five Bridges)

100	tons	Class "D" Asphaltic Concrete	6.25	$ 625.00
		Subtotal		$ 625.00
		10% Engr. & Cont.		62.50
		Total		$ 687.50

Length of Roadway	7.393 miles
Length of Bridges	0.112 mile
Total Length	7.505 miles
Cost per mile, Roadway	$18,850.67

SUMMARY OF FUNDS

Description	Total Cost	Federal Aid Funds	State Funds
Roadway	$139,364.50	$83,588.00	$55,776.50
Structures	687.50	412.00	275.50
	$140,052.00	$84,000.00	$56,052.00

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

August 8, 1949

Mr. T. H. Davis
District Engineer
Bureau of Public Roads
Post Office Box 3900.
Portland 8, Oregon

1976

Dear Sir:

We are enclosing six copies of estimate and four copies of right of way statement to accompany plans and specifications for the Otis-Sulphur Creek Section, Project No. F-153 (4).

Six bid proposals and one set of full scale plans are being sent under separate cover.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWA/ge

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. F-159 (4)

OTIS-SULPHUR CREEK SECTION

OF THE SALMON RIVER HIGHWAY IN LINCOLN COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, August 8, 1949

Type Code 6201

(Sta. 758+86.66 to 1153+77.0) (Wye Connection, Sta. 1149+63.9 to 1151+23.5)

46	tons	Emulsified Asphalt in Tack Coat	$50.00	$ 2,300.00
17,600	tons	Class "B" Asphaltic Concrete	6.75	118,800.00
5,000	cu. yds.	3/4" - 0" Material in Shoulders	3.00	15,000.00
100	M-gals.	Sprinkling	3.00	300.00
			Subtotal	$136,400.00
			10% Engr. & Cont.	13,640.00
			Total	$150,040.00

Length of Roadway	7.423 miles
Length of 5 Bridges	.112 mile
Total Length	7.535 miles
Cost per mile	$19,912.40

Note: Paving to be carried across bridges

Federal Funds	$ 90,000.00
State Funds	60,040.00
	$150,040.00

OTIS-SULPHUR CREEK SECTION

PROJECT NO. F-159 (4)

All necessary rights of way have been acquired for this project.

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

August 8, 1949

BUREAU OF PUBLIC ROADS
DEPARTMENT OF COMMERCE
[redacted]
DIVISION EIGHT

OREGON DISTRICT

P. O. BOX 3900
PORTLAND 8, OREGON

September 7, 1949

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

REFERRED TO
[illegible]
By Asst. Chief Engineer

Dear Sir:

It is noted that the paving on Oregon Project No. F-159(4), Otis - Sulphur Creek Section of the Salmon River Highway, is to be carried across five existing bridges. Accordingly, it is desirable when preparation of the project agreement is requested, that the estimate show the cost of the pavement items separately for each type of structure.

Very truly yours,

T. M. DAVIS
District Engineer

RECEIVED
STATE HIGHWAY COMMISSION

RECEIVED
OCT 25 1949
FOR FILING

F-159(4)

3223

October 19, 1949

Mr. T. M. Davis
District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

This is to advise you that work was started on October 10, 1949, on Contract No. 3220, Otis-Sulphur Creek Section, in connection with Federal Aid Project No. F-159 (4).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBF/gs

RECEIVED
OCT 11 1949
FOR FILING

7 - 159 (4)

3220

October 10, 1949

Warren Northwest, Inc.
P. O. Box 5072
Portland 13, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3220, which was awarded to you on September 19, 1949 by the State Highway Commission, for resurfacing on the Otis-Sulphur Creek Section of the Salmon River Highway in Lincoln County.

An executed copy of this contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

Recorded 10/10, 49

RECEIVED
SEP 26 1949
FOR FILING

7.159(4)
3220

September 23, 1949

Warren Northwest Inc.,
P. O. Box 5072
Portland 13, Oregon

Gentlemen:

The State Highway Commission on September 19, 1949, awarded you the contract for resurfacing the Otis-Sulphur Creek Section of the Salmon River Highway in Lincoln County. This award was based on your low bid of $127,320.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

bs

cc - S. H. Probert

RECEIVED
SEP 23 1949
FOR FILING
F-159(4)
OREGON DISTRICT
NOTED
W. G. WILLIAMS

BUREAU OF PUBLIC ROADS
DEPARTMENT OF COMMERCE
PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

September 19, 1949

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence as of this date in award of contract on Oregon Project No. F-159(4), Otis-Sulphur Creek Section of the Salmon River Highway to Warren Northwest Inc., who submitted the low bid.

Very truly yours,

T. M. DAVIS
District Engineer

RECEIVED
SEP 9 1949
FOR FILING

7159-(4)

File

September 7, 1949

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

It is noted that the paving on Oregon Project No. F-159(4), Otis - Sulphur Creek Section of the Salmon River Highway, is to be carried across five existing bridges. Accordingly, it is desirable when preparation of the project agreement is requested, that the estimate show the cost of the pavement items separately for each type of structure.

Very truly yours,

T. H. DAVIS
District Engineer

Original to Probert

RECEIVED
DEC 13 1949
FOR FILING
OREGON DISTRICT

BUREAU OF PUBLIC ROADS
U.S. DEPARTMENT OF COMMERCE
[redacted]
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

August 31, 1949

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.&E. documents for Oregon Project No. F-159(4), Otis-Sulphur Creek Section of Salmon River Highway have today been recommended for approval subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Very truly yours,

T. M. DAVIS
District Engineer

RECEIVED
SEP 1 1949
OREGON
STATE HIGHWAY COMMISSION

Noted

RECEIVED
DEC 13
FOR FILING

GENERAL SERVICES ADMINISTRATION
BUREAU OF PUBLIC ROADS
PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

P. O. BOX 2869
PORTLAND 8, OREGON

OREGON DISTRICT

August 16, 1949

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

In a preliminary review of the advance plans for Oregon Project No. 159(4), Otis - Sulphur Creek Section of the Salmon River Highway, the following items which you may desire to correct have been noted:

Side Road Spec.

1. Page 2, paragraph 7 of the special provisions gives the maximum thickness as 5" while the plans show 4".

2. The end of the project is shown as Station 1153+70 instead of 1153+77 on sheet 7 of the plans.

Please submit a test report covering the material in the Jim Creek Quarry.

We have corrected the length of project shown on the estimate to 7.393 miles of roadway and 0.112 mile of bridges as the length of the wye should not be included in this instance.

Very truly yours,

T. M. DAVIS
District Engineer

RECEIVED
AUG 17
OREGON
STATE HIGHWAY COMMISSION

26-1096 Troutdale-Dodson Sec. of Col. 1949
River Highway

RECEIVED
FEB 21 1952
FOR FILING

26-1096
3221

February 20, 1952

COPY

Armco Drainage & Metal Products, Inc.
2321 S. E. Gladstone Street
Portland 2, Oregon

Attention: Mr. Duran B. Souls

Gentlemen:

This is in reply to your letter of February 19 concerning unpaid balances due your Company from the R and M Construction Company.

State Highway Contract No. 3221 for guard rail and site posts on the Troutdale-Dodson Section of the Columbia River Highway was awarded to R and M Construction Company on September 19, 1949, completed August 9, 1950, accepted August 21, 1950, and final payment made November 6, 1950.

State Highway Contract No. 3308 for roadside improvement on the Troutdale - Dodson Section of the Columbia River Highway was awarded to R and M. Construction Company April 24, 1950, completed December 14, 1950, accepted by the Commission January 23, 1951, and final payment made on April 10, 1951.

On June 21, 1951, we received from the Secretary of State a copy of a claim which you had filed in that office against R and M. Construction Company for ". . work on the roadside improvement on the Troutdale-Dodson Section of the Columbia River Highway . .". You will note that this description fits exactly the description for Contract No. 3308, and we so noted it in our records.

We are somewhat at a loss as to the reference to our letter of June 26, 1951. Could it be that the letter may have come from the Secretary of State's Office in acknowledgement of receipt of your claim? Our file shows that the last letter we wrote to you was on April 27, 1951, in reply to your letter of inquiry concerning the status of the contract. Your claim was filed with the Secretary of State on June 26, 1951.

Contract No. 3221 for guard rail and site posts was completed August 9 and accepted August 21, 1950, which is beyond the period of six months for filing claims following completion of the contract and acceptance by the Commission. From this, it appears that your claim, even though it had been interpreted as applying to Contract No. 3221, would still have been outside the time limit at the time it was filed.

For letter Feb. 19-52 - Armco Drainage & Metal
See Contract # 3308

As final payment has been made on both contracts there is no action which the State can take to help you in this matter, and it appears to us that the surety may not be responsible. It also appears that settlement will have to be made with R and M Construction Company.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

RECEIVED
DEC 21 1950
FOR FILING

3221

R. H. BaBlock

NOTED
State Highway Engineer

~~FINAL COST~~ ANALYSIS

Troutdale-Dodson Section — Guard Rail and Sight Posts — Columbia River Highway
Contract #3221 — R. & M. Construction Co., Contractor — Prefix 26-1096
Lowell A. Johnston, Resident Engineer

Item	Amount	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Metal Guard Rail	37,312.5	Lin. Ft.	$1.97	$1.79	$66,884.86	$73,505.63
Concrete Sight Posts	772	Each	8.90	7.57	5,842.52	6,870.80
PA #1, Bond & Insurance Premium		All			602.04	602.04
PA #2, Metal Guard Rail	789.5	Lin. Ft.	3.75	3.03	2,381.38	2,960.63
EWO #1, Wood Posts Removed					100.33	100.59
					$75,811.13	$84,039.69

Gross Revenue	$84,039.69
Total Cost	75,811.13
Net Profit	$ 8,228.56

Net Profit Equals 9.8% of Gross Revenue

Troutdale-Dodson Guard Rail

Detail of Cost

Labor:			
Labor and Supervision		$16,177.55	
Labor Insurance		1,023.17	
			$17,200.72
Materials:			
Metal Guard Fence with Concrete Post	38,102 Feet at $1.20	$45,722.40	
Concrete Sight Posts	772 Post " 5.14	3,968.08	
Paint		1,049.25	
			50,739.73
Equipment Rentals & Misc. Supplies:			
Equipment Rentals (Owned)		$3,120.20	
Gas, Oil and Grease		1,378.22	
Small Tools & Misc.		337.65	
Move In		250.00	
P.L. & P.D. Insurance		70.30	
Railroad Bond (Reimbursed by State		602.04	
Bond		625.78	
Home Office & General Overhead		2,486.49	
Credit from Armco for Repainting Guard Fence		- 1,000.00	
			8,770.68
			$75,811.13

Troutdale-Dodson

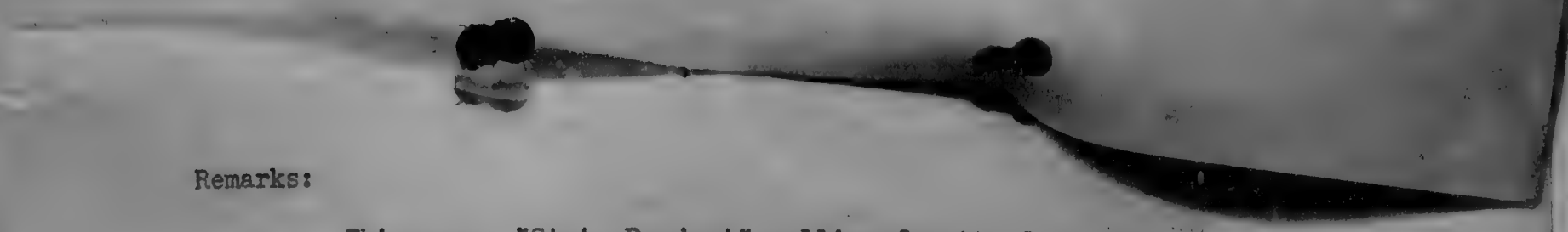
Guard Rail and Sight Posts

Breakdown of Cost on Guard Fence

Guard Rail	Cost	Quantity Lin. Ft.	Unit Cost per Lin. Ft.
Constructing Guard Fence	$20,180.59	37,312.5	$0.54
Painting (Labor & Equipment)	927.32	"	0.024
Paint (400 Gallons)	1,001.95	"	0.026
Guard Rail & Concrete Posts	44,775.00	"	1.20
Total Cost per Lineal Foot			$1.79

Breakdown of Cost on Concrete Sight Posts

	Cost	Quantity	Cost per Post
Cost to Dig Holes	$784.34	772	$1.02
Cost to Set Posts	912.92	"	1.185
Cost to Paint (Labor & Equipment)	127.68	"	0.165
Cost of Paint	49.50	"	0.06
Cost of Concrete Posts	3,968.08	"	5.14
Total Cost per Post			$7.57



Remarks:

This was a "State Project" calling for the furnishing and constructing of 38,100 lineal feet of metal guard fence, furnishing and installing 800 concrete sight posts. This project was bid and awarded September 19th, 1949, work was started October 12th, 1949, and completed August 9th, 1950.

The contractor's equipment consisted of one flatbed truck, one pickup, two Fordson tractors with power auger, one 105 cu. yd. compressor. The painting outfit consisted of a Ford pickup, 105 compressor and carriage mounted on wheels which rode on top of the guard rail holding from 3 to 5 spray guns, enabling two men to paint 2,500 feet of guard rail on both sides in one 8-hour day. The post holes were dug with power auger and very little large rock was encountered. Due to inclement weather and 3 other State contracts which the contractor had at this time, progress on this contract was very slow. The contractor received two carloads of guard rail from Armco which required repainting with prime coat. Armco paid the expense of repainting.

The bid prices were quite low, but the contractor operated economically and efficiently with personal supervision and realized a fair profit.

E. H. Clymer
Cost Analyst

By . . K. T. Wechter

RECEIVED
NOV 3 - 1950
FOR FILING

26-1096
3221 (CONTRACT NO.)

OREGON STATE HIGHWAY COMMISSION
(date)
Nov. 3, 1950

(EST. NO.)	(CONTRACTOR)
2 Final	R & M Construction Co.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
18130	B-3426	$ 2,521.19	Nov. 3, 1950

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

D B Taylor
ACCOUNTING DIVISION

Specified Completion Date: June 15, 1950

Time Extensions: Aug. 15, 1950 without penalty.

Completion Date: Aug. 9, 1950

Date Accepted: Aug. 21, 1950

Penalties: None of record

Claims: None of record

Remarks:

Date: 11-6-50

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: NOV 6 1950
A. A. Wichlander

NOTED ON CARD
11-6-50

RECEIVED
SEP 13 1950
FOR FILING

26-1096

3221

September 12, 1950

The Aetna Casualty & Surety Co.
Portland Service Department
306 Yeon Building
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 3221 for work on the Troutdale-Dodson Section of the Columbia River Highway in Multnomah County has been completed by the contractor, R & M Construction Company, and that final payment in the amount of $2,521.19 will be made on or after September 21, 1950.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $84,039.69 of which amount $100.59 represents force account items. This contract was completed on August 9, 1950, and accepted by the Commission on August 21, 1950.

This notice is sent to you because you appear as surety on the bond furnished by the above contractor.

Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

ml

cc - Mr. G. Cyrus Bishop
319 Yeon Building
Portland 4, Oregon

NOTED ON CARD

RECEIVED
SEP - 1 1950
FOR FILING

26-1096
3221

September 1, 1950

Aetna Casualty & Surety Co.
Portland Service Dept.
308 Yeon Bldg.
Portland 4, Oregon

Gentlemen:

You are advised of the intention of the State Highway Commission to make semi-final payment to R & N Construction Co., on contract No. 3221, covering guard rail and sight posts on the Troutdale-Dodson Section of the Columbia River Highway in Multnomah County. This payment, in the amount of $3,963.11, will be made on or after September 11, 1950. The retained percentage is $2,521.19.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Mr. G. Cyrus Bishop
319 Yeon Bldg.
Portland 4, Oregon

NOTED ON CARD
9-1-50 gl

Form E-1—1096—7-50

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 26, 1950

Section Troutdale - Dodson

Highway Columbia River

Contractor R & M Construction Co.

Date of contract Sept. 19, 1949

Date work started Oct. 12, 1949

Amount of contract $82,177.00

Kind of work Guard Rail & Sight Posts

Section prefix 26-1096

Contract number 3221

Date of completion July 15, 1950

Estimated date of completion August 9, 1950

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $84,039.69

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date $5,100.00, 103 %

Date project was completed August 9, 1950

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi-final estimate submitted to the office of the Division Engineer on Friday, August 25th.

NOTED

NOTED
H. W. LIBBY

NOTED
E. A. MARTIN

NOTED
E. M. BOOTH

Signed L. A. Johnston

L.A. Johnston

Address Portland 2, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	Guard Rail & GRADING Sight Posts	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	17.65				
Miles partially completed					
Miles completed	17.65				
Total estimated quantities	772 Sight Posts 38,108 Lin.Ft. Guard Rail				
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Buildozers ....., Sheep-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Cloudy		
Tuesday	Showers		
Wednesday	"		
Thursday	"		
Friday	Cloudy		
Saturday	"		

RECEIVED
AUG 9 9 1950
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
A. MARTIN

State Printing Dept. 41606

RECEIVED
JUL 20 1950
FOR FILING

26-1076

3221

July 19, 1950

R & M Construction Co.
P. O. Box 1673
Central Point
Oregon

Gentlemen:

The State Highway Commission, at its meeting on July 11, 1950, had under discussion your request for an extension of time of 61 days, from June 15 to August 15, 1950, within which to complete your contract No. 3221 for constructing guard rail and eight posts on the Troutdale-Dodson Section of the Columbia River Highway in Multnomah County.

I am pleased to inform you that the Highway Commission granted your request without penalty. However, I was instructed to inform you that the Commission, in arriving at its decision, considered but did not necessarily adopt either the recommendation of the Engineer or the reasons given by you for failure to complete the project within the specified time.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: A. G. Shelton,
Division Engineer

Lowell Johnston,
Resident Engineer

M. G. Smith

NOTED ON CARD
7-19-50 gl

RECEIVED
5 - 1950
FOR FILING

26-1096

3221

July 5, 1950

Oregon State Highway Commission

Request for extension of time
No. 9
July 10 and 11 meeting

Gentlemen:

Herewith is a request from the R. & M. Construction Company for an extension of time on Contract No. 3221, Troutdale-Dodson Guard Rail & Sight Posts Contract, from June 15, 1950, to August 15, 1950.

Due to unfavorable weather during the early summer months, the contractor was unable to do the painting which was required. The State has suffered no inconvenience by virtue of his non-completion of this contract.

I would recommend that this extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attach
cc Mr. W. C. Williams
Mr. H. G. Smith

RECEIVED
MAY 31 1950
FOR FILING

26-1096
3-21

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 29, 1950

To: Mr. H. G. Smith
Construction Engineer

OFFICE

SUBJECT: Contract No. 3221
Guard Rails and Sight Post
Installation, Troutdale-
Dodson Section
Columbia River Highway

NOTED
W. C. WILLIAMS

A price agreement was reached with the R & M Construction Co., contractors on the subject job, to extend the standard guard rail around the parking area at Tunnel Point. Further development of the area is included under a contract of which the same firm was the low bidder.

It is desired by this office that the guard rail around the outer perimeter of the parking area be left in the neutral brown color that it now has rather than being painted in a standard white. This is desirable because it is less conspicuous, the color will be easier to keep clean and will be less inviting to write upon. The change in color is believed desirable as it differentiates between the treatment of the main highway guard rail and the subsidiary parking area.

It is requested that instructions be issued to Division Engineer Skelton to have the contractor retain the present color in the final coats of paint on the guard rail around the Tunnel Point parking area. This break in color would begin on the west end with Reed Road and continue in an easterly direction until it bisects the curvature of the guard rail along the main highway.

This proposal has been discussed with Resident Engineer Johnston.

Mark H. Astrup
Landscape Engineer

MHA:be

cc: W. C. Williams

RECEIVED
OCT 27 1949
FOR FILING

26-10 96

3221

October 25, 1949

R & M Construction Company
P. O. Box 1673
Central Point, Oregon

Gentlemen:

In connection with your Contract No. 3221, guard fences and sight post construction, Troutdale-Dodson Section, Columbia River Highway, the Union Pacific Railroad Company requires that you enter into an agreement with the Railroad Company, furnishing bond in the amount of $25,000.

Inasmuch as bond requirement is not included in your contract, the State Highway Department will reimburse you for the cost of $25,000 indemnity bond and the necessary insurance for protection thereof. The total cost of the bond and insurance, as estimated by Mr. S. Cyrus Rinsop in his letter to you under date of October 21, 1949, is $602.00. This letter is to authorize you to enter into the agreement with the Railroad Company, furnishing the necessary indemnity bond, and bill the Highway Commission for the cost thereof at the estimated cost of $602.00.

We understand that, for a slightly increased premium, you may raise the limits of your insurance, but, unfortunately, the Highway Commission cannot compensate you for any amount in addition to the minimum requirements. Therefore, if you take the higher insurance coverage, it will be necessary that you assume the additional cost, estimated at approximately $33.00, yourself.

We thank you for the cooperation you are giving us in this matter and will appreciate your early completion of the agreement and bond with the Railroad Company, submitting to us the bill therefor.

Very truly yours,

H. C. Williams
Acting State Highway Engineer

HCW:ms

cc Mr. J. H. Devers
Mr. H. G. Smith
Mr. A. G. Skelton

FORM S-80 REM 6-40 22004

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
October 21, 1949

SUBJECT:

To: Mr. W. C. Williams
Assistant State Highway Engineer
Salem, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

I am attaching hereto two copies of a letter made up by Mr. G. Cyrus Bishop, representing Bates-Lively and Pearson, insurance brokers, and addressed to the R. & M. Construction Company, explaining certain features and cost for issuing an indemnity bond and accompanying insurance as protection for the Union Pacific Railroad Company in connection with the R. & M. State contract No. 3221 on the Troutdale-Dodson section of the Columbia River Highway. The letter I think you will find is self-explanatory.

You will note by a slight increase in premium costs that the amount of protection can be doubled. It is my understanding from you that the State cannot participate in more than the minimum requirements. I will contact the R. & M. people next Monday and ascertain if they wish to contribute the difference between the minimum and higher figure, which is roughly $33.00, and will advise you when this information is obtained. Mr. Robinson, one of the members of the R. & M. Construction Company firm has indicated that they are agreeable in entering into an agreement with the railroad company if the State so desires.

Yours very truly,

F. T. Young

F. T. YOUNG
Assistant Division Engineer

FTY:w
Encl.

October 21, 1949

R & M Construction Co.,
Box 1673,
Central Point, Oregon.

Re: Troutdale-Dodson Section Columbia River Highway
Indemnity Bond and Accompanying Insurance

Gentlemen:

You have stated that the Union Pacific Railroad Company and other companies will require a $25,000.00 indemnity bond in connection with this project. Such a bond will cost $250.00 for the period of the contract.

This bond will guarantee a contract between yourselves and the Union Pacific Railroad Company in which will appear clauses by which you agree to protect and save harmless the Railroad Company for personal injuries and property damage claims. As an underwriting requirement the Surety Company will require you to carry insurance for this direct liability and also for the liability assumed under this agreement with the Railroad Company. You already carry direct bodily injury insurance in the amount of $25/50,000.00 limits. To protect yourselves for your direct liability for property damage claims upon your estimated amount of $26,000.00 payroll would cost $275.00. We regret that this figure is so high, but there is nothing that we can do about it because this is a regularly filed rate with the State Insurance Commissioner which applies to the whole job since your prospective agreement with the Railroad Company will also apply to the entire job. We appreciate that there is only a very slight hazard but are necessarily bound to follow the regularly filed rates.

The liability you have assumed in your contract with the Union Pacific Railroad Company whereby you agree to assume the Railroad's liability can however be rated to fit the hazards of the job, since there is no regularly filed rate. Upon the amount of your contract $82,177.00 bodily injury $25/50,000.00 limits would cost $48.28, property damage insurance $25/25,000.00 limits would cost $28.76.

We believe that it would be in order for you to receive payment for insurance from the State up to bodily injury limits $100/200,000.00 and property damage $50/100,000.00 for the reason that the contractors

obligation to the Railroad Company is not limited. His obligation is merely reinforced by a surety bond to the amount of $25,000.00. Upon other projects involving work along the main line trunk of the Railroad Company the State has required railroad protective insurance for these limits or for higher limits. To raise the contractor's direct property damage protection to $50/100,000.00 limits would cost only $26.90 additional. To raise the contractual bodily injury insurance to $100/200,000.00 limits would cost only $3.08 additional. To raise the contractual property damage to $50/100,000. limits would cost only $3.08 additional.

We regret that these charges are so high. It is quite apparent what the Government Officials at Washington, D. C. had in mind ten or twelve years ago when they issued a directive that they would not contribute to the cost of construction work where the cost of an indemnity bond was included. Railroad protective bodily injury and property damage insurance could be provided upon this project for less than the cost of the indemnity bond. The protection to the Railroad Company would be greater than the $25,000.00 now provided in one single limit for either or both bodily injury or property damage claims. Probably you can do nothing about it, but if you can we should be very glad to cooperate with you in any way as we like to see people get the benefit of their money when they spent it with us.

Very truly yours,

G. Cyrus Bishop

GCB:H

G. Cyrus Bishop

RECEIVED
OCT 18 1949
FOR FILING
26-1096
3221

October 17, 1949

R & M Construction Co.
P. O. Box 1673
Central Point
Oregon

Gentlemen:

We enclose herewith, for your records and files, two fully executed copies of contracts which were awarded to you on September 19, 1949 by the State Highway Commission, as follows:

Contract No. 3216, for grading, paving and landscaping on the Redwood Junction Section of the Pacific Highway in Josephine County.

Contract No. 3221, covering guard rail and sight posts on the Troutdale-Dodson Section of the Columbia River Highway in Multnomah County.

Executed copies of the above contracts are also being sent to the surety on your bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls. 2

Recorded 10/17 gl

RECEIVED
SEP 26 1949
FOR FILING

26-1096
3221

September 23, 1949

R. & M. Construction Co.
c/o John B. Robison
P. O. Box 1673
Central Point, Oregon

Gentlemen:

The State Highway Commission on September 19, 1949, awarded you the contract for metal guard rail and concrete sight posts on the Troutdale-Dodson Section of the Columbia River Highway in Multnomah County. This award was based on your low bid of $82,177.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ts

cc - S. H. Probert

RECEIVED
AUG 30 1949
FOR FILING

26-1096
3221

Salem, Oregon
August 22, 1949

Mr. H. G. Smith

The Highway Commission, on August 19, discussed the relative merits of guard fence versus sight posts on the new route of the Columbia River Highway between Troutdale and Dodson. As a result of the discussion, the Highway Commission approved an expenditure of $110,000 for the construction of guard fence.

W. W. Stiffler

NOTED
W. C. WILLIAMS

WWStmm

cc Mr. S. H. Probert
Mr. M. H. Hanks

230-1030 Holdman-Helix Section of the Holdman Helix County Road 1949

#3222

RECEIVED
SEP 19 1950
FOR FILING

230-1020
3222
(CONTRACT NO.)

OREGON STATE HIGHWAY COMMISSION
(date)
Sep. 15, 1950

(EST. NO.) (CONTRACTOR)

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
3222	9-final	Newport, Kern & Kibbe	
15219	450	$ 5,870.61	9/15/50

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

- -

Specified Completion Date:

Time Extensions:

Completion Date:

Date Accepted:

Penalties:

Claims:

Remarks:

- -

Date:

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: SEP 18 1950

9-18-50

OREGON STATE HIGHWAY COMMISSION
(date)
Sep. 15, 1950

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3222	9-final	Newport, Kern & Kibbe	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
15219	450	$ 5,270.61	9/15/50

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: Aug. 31, 1950

Time Extensions: None required

Completion Date: July 22, 1950

Date Accepted: Aug. 21, 1950

Penalties: None of record

Claims: None of record

Remarks:

Date: 9-18-50

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed:

RECEIVED
AUG 31 1950
FOR FILING

230-1020

3222

August 29, 1950

Maryland Casualty Co.
Baltimore 3
Maryland

Gentlemen:

Please be advised that State Highway Contract No. 3222, for work on the Holdman-Helix Section of the Holdman-Helix County Road in Umatilla County, has been completed by the contractor, Newport, Kern & Kibbe, and that final payment in the amount of $5270.61 will be made on or after September 8, 1950.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $175,687.07, and that no force account work was performed on the project. This contract was completed on July 22 and accepted by the Highway Commission on August 21, 1950.

We are sending you this notice as you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Hansen & Rowland, Inc.
611 Henry Bldg.
Portland 4, Oregon

Hansen & Rowland, Inc.
Tacoma, Wash.

NOTED ON CARD
8-29-50 gl

RECEIVED
AUG 15 1950
FOR FILING

230-103.

3223

August 14, 1950

County Court of Umatilla County
Pendleton, Oregon

Gentlemen:

This letter is to advise you that the contractor has completed, according to specifications, the Holdman-Helix Section of county road.

The contractor is to be relieved of further obligation, and maintenance of the road should be assumed immediately by Umatilla County.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:mmm

cc Mr. John W. Cattrell

COMMISSIONERS

T. H. BANFIELD, CHAIRMAN
PORTLAND

A. W. SCHAUPP, MEMBER
KLAMATH FALLS

BEN. R. CHANDLER, MEMBER
COOS BAY

OREGON
STATE HIGHWAY COMMISSION

E. F. CHIDSEY, DIVISION ENGINEER
LA GRANDE, OREGON

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
CHIEF COUNSEL

H. B. GLAISYER
SECRETARY

August 10, 1950

IN REPLY PLEASE REFER TO FILE NO.

Mr. H. G. Smith
Construction Engineer
State Highway Commission
Salem, Oregon

Dear Mr. Smith:

On Tuesday, August 8, 1950 I in accompany with Mr. Hodge, the Umatilla County Road Master and two members of the Umatilla County Court made an inspection trip over the newly constructed Holdman-Helix Section of the Holdman-Helix County Road. This inspection was for the purpose of selling our project to the county.

Each of the commissioners voiced their pleasure in accepting the road as constructed. However, if you feel that we should have a formal written acceptance from the court kindly advise.

Very truly yours,

E. G. BICKMORE
Assistant Division Engineer

EGB:gb

RECEIVED
AUG 11 1950
OFFICE OF
CONSTRUCTION ENGINEER

Form E-1—5M—11-48

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT # XX 44

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 12, 1950

Section Holdman - Helix

Highway Holdman - Helix County Road

Contractor Newport, Kern & Kibbe

Date of contract Sept. 19XX, 1950

Date work started Sept. 21, 1949

Amount of contract $170,582.60

Kind of work Grading and oil surfaceing

Section prefix 230-1030

Contract number 3222

Date of completion [redacted], August 31, 1950

Estimated date of completion July 22, 1950

Per cent of time elapsed 92 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 177,405.90

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date $ 16,686.13, 163.5 %

Date project was completed July 22, 1950

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Assistant Division Engineer and Resident Engineer went over the project with the County Court

NOTED
H. G. SMITH

NOTED
H. W. LIBBY

Signed W. S. Hodge by W. J. Williams

Address Pendleton, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING Stockpiling	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING Rock in base
Miles in project	13.90			13.90	
Miles partially completed	all			all	
Miles completed	13.90			13.90	
Total estimated quantities	100,970	53,300		5800	44,349
Estimated quantities moved or placed to date	100,970	53,300	Athena-Holdman 3,300	5800	44,349
Average daily quantities	1,500			446	1,229
Average daily quantities necessary to complete project on time					
Number shifts per day				1	
Hours per shift				8	
Average force on project for week				3	

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheep-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Fair		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Fair		
Friday	Fair		
Saturday	Fair		

RECEIVED
AUG 1 1 1950
OFFICE OF
CONSTRUCTION ENGINEER

State Printing Dept. 26780

RECEIVED
AUG 10 1950
FOR FILING

230-1030

3222

August 9, 1950

Maryland Casualty Co.
Baltimore 3
Maryland

Gentlemen:

You are advised of the intention of the State Highway Commission to make semi-final payment to Newport, Kern & Kibbe, on contract No. 3222, for grading and surfacing on the Holdman-Helix Section of the Holdman-Helix County Road in Umatilla County. This payment, in the amount of $26,220.35, will be made on or after August 19, 1950. The retained percentage is $5,270.61.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Hansen & Rowland, Inc.
611 Henry Bldg.
Portland 4, Oregon

Hansen & Rowland, Inc.
Puget Sound Bank Bldg.
Tacoma, Washington

NOTED ON CARD
8-9-50 gl

RECEIVED
OCT 13 1949
FOR FILING

230-1030

3222

October 12, 1949

Newport, Kern & Kibbe
7031 N. E. Halsey St.
Portland 16, Oregon

Gentlemen:

We enclose herewith, for your records and files, two fully executed copies of contracts which were awarded to you on September 19, 1949 by the State Highway Commission, as follows:

Contract No. 3222, for grading and oil mat surfacing on the Holdman-Helix Section of the Holdman-Helix County Road, in Umatilla County.

Contract No. 3223, for grading and oil mat surfacing on the Holdman Junction-Campbell Ranch Section of the Athena-Holdman Secondary and the Pendleton-Cold Springs Secondary Highways, in Umatilla County.

An executed copy of each of the above contracts is being sent to the surety on your bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls. 2

Recorded

RECEIVED
OCT 4 1949
FOR FILING

230-1030

3222

October 3, 1949

Mr. Harry Eaton
Mayor, City of Helix
Helix, Oregon

Dear Sir:

We are requesting Mr. John Cattrall, County and City Relations Engineer, to contact you in the near future and discuss with you the possibility of the State assisting in the paving of a portion of the Holdman-Helix road within the city limits of Helix.

It will be necessary to secure an estimate of cost of the proposed work and other features relative thereto before we can advise you in this matter.

Mr. Cattrall or his representative will probably contact you during the current month.

Very truly yours,

W. C. Williams
Acting State Highway Engineer

WCW:hi
cc Mr. John Cattrall

City of Helix

INCORPORATED

In the Center of the Wheat Belt

1,000,000 Bushels Shipped Annually

HELIX, OREGON

OFFICE OF RECORDER

September 28, 1949

Oregon State Highway Commission
Salem, Oregon.

NOTED
W. C. WILLIAMS

Dear Sirs:

Referring to the contract which has been given to the Newport Construction Company, for the paving of the road from the West end of the City of Helix to Holdman, or for a distance of 13.9 miles:

At the September meeting of the City Council I was requested to write to you in regard to having the part of road in Helix paved at the same time. This would be the road from the west end of Helix to the east end of Helix connecting with the Helix-Pendleton Highway.

The Newport Construction Company are now bringing in their equipment to do this work and have informed me that they will possibly start from the West end and work West. We would like to have this part of the paving in Helix finished at this time.

We would be willing to let our future payments from the State Highway fund apply till this amount was paid. We do, however, owe $550.00 on our street paving which we would like to pay off. After that we would wish to apply all payments to this project.

This Helix-Holdman road is carrying a lot of traffic now and will carry a lot more when this road is paved. We are all very pleased that this project is started.

Very truly yours,

Harry Eaton

Mayor, City of Helix

RECEIVED
SEP 26 1949
FOR FILING

230-1032
2222

September 23, 1949

Newport Construction Co.,
Kern & Kibbe
7031 N. E. Halsey Street
Portland 16, Oregon

Gentlemen:

The State Highway Commission on September 19, 1949, awarded you contracts for grading, surfacing and oiling the Holdman Junction-Campbell Ranch Section of the Athena-Holdman Secondary Highway and the Holdman-Helix Section of the Holdman-Helix County Road, Lincoln County. This award was based on your low combination bid of $239,091.78 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ts

cc - S. H. Probert

RECEIVED
SEP 26 1949
FOR FILING

230-1030

September 23, 1949

County Court of Umatilla County
Court House
Pendleton, Oregon

Gentlemen:

We are enclosing herewith, two fully executed copies of an agreement between the State of Oregon, by and through its State Highway Commission, and Umatilla County covering construction of the Holdman-Helix Section of the Holdman-Helix County Road.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rm
encl. 2

RECEIVED
SEP 21 1949
FOR FILING

230-1030

3222

COMMISSIONERS
WM. R. MEINERS
HENRY C. BIAMONT

UMATILLA COUNTY COURT

COURT HOUSE
PENDLETON, OREGON

September 21, 1949

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. R. H. Baldock

Dear Mr. Baldock:

Enclosed find County Warrant for $12,000.00 which is our part of the construction of the Highway between Helix and Holdman Oregon.

This is per our agreement.

Umatilla Co. warrant
No. 113 for $12,000 rec
9-22-49
F Query
To acc. Div. 9-23

Yours truly,

James H. Sturgis

James H. Sturgis
County Judge
Umatilla County
Pendleton, Oregon

Phoned info to Atty & Co.
Relations Office PM 9-22-49
F.Q.

RECEIVED
STATE HIGHWAY ENGINEER

NOTED
H. B. GLAISYER

RECEIVED
OCT 31 1949
FOR FILING

FORM S-80 REV 6-49 20000

220-1025
3222

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

September 16, 1949
Salem, Oregon

SUBJECT: Holdman-Helix County Road
Holdman-Helix Section
Umatilla County

To: Mr. W. C. Williams
Assistant State Highway Engineer

OFFICE

Dear Mr. Williams:

Umatilla County is negotiating for the right of way on this section and acquisition has not yet been completed. They advise, however, that within ten days or two weeks all parcels will be obtained.

We therefore recommend that the project be referred to the Engineer with power to award.

Very truly yours,

J. M. DEVERS

By J. D. Walker

J. D. WALKER
Assistant Right of Way Engineer

JDW:ma

cc - Mr. E. A. Pease

NOTED
W. C. WILLIAMS

WESTON

THENA

HELIX

MILTON
1,600

FREEWATER

WASHINGTON

A S H I N G T O N

FREEWATER

MILTON
1,800

BLUE MOUNTAINS

WESTON

ATHENA

Pine Peak

Yellow Jacket Point

The Horseshoe

Bialock Mtn

Cold Spring

Sheadium Spring

Sugar Spring

Table Creek

LOOKOUT LAKE

WALLOWA COUNTY

UMATILLA COUNTY

COLUMBIA COUNTY
WALLA WALLA COUNTY

FOREST

NATIONAL

Walla Walla River

Touchet River

Pine Creek

Pole Creek

Meacham Creek

Coppei Creek

Little Meadows

Big Meadows

Canyon

Spring Creek

Beaver Creek

Rocky Canyon

Tucker Creek

Deadman Creek

Sheep Creek

Mill Creek

Grouse Creek

Fort Creek

Lookout Creek

Lookout Reservoir

Lookout Reservoir Dam

LOOKOUT LAKE

F-1

N

ATHENA
WESTON
ADAMS
MYRICK
McCORMMACH
ULTON
HAVANA
BLAKELEY
LAKE
GIBSON
UMATILLA
INDIAN
RESERVATION
Greasewood
Willaware
Umatilla
Hoover
Snipes
Grawes Butte
R. 33 E.
R. 34 E.
R. 35 E.
R. 36 E.
To Pendleton
118°40'
30'
20'
45°40'

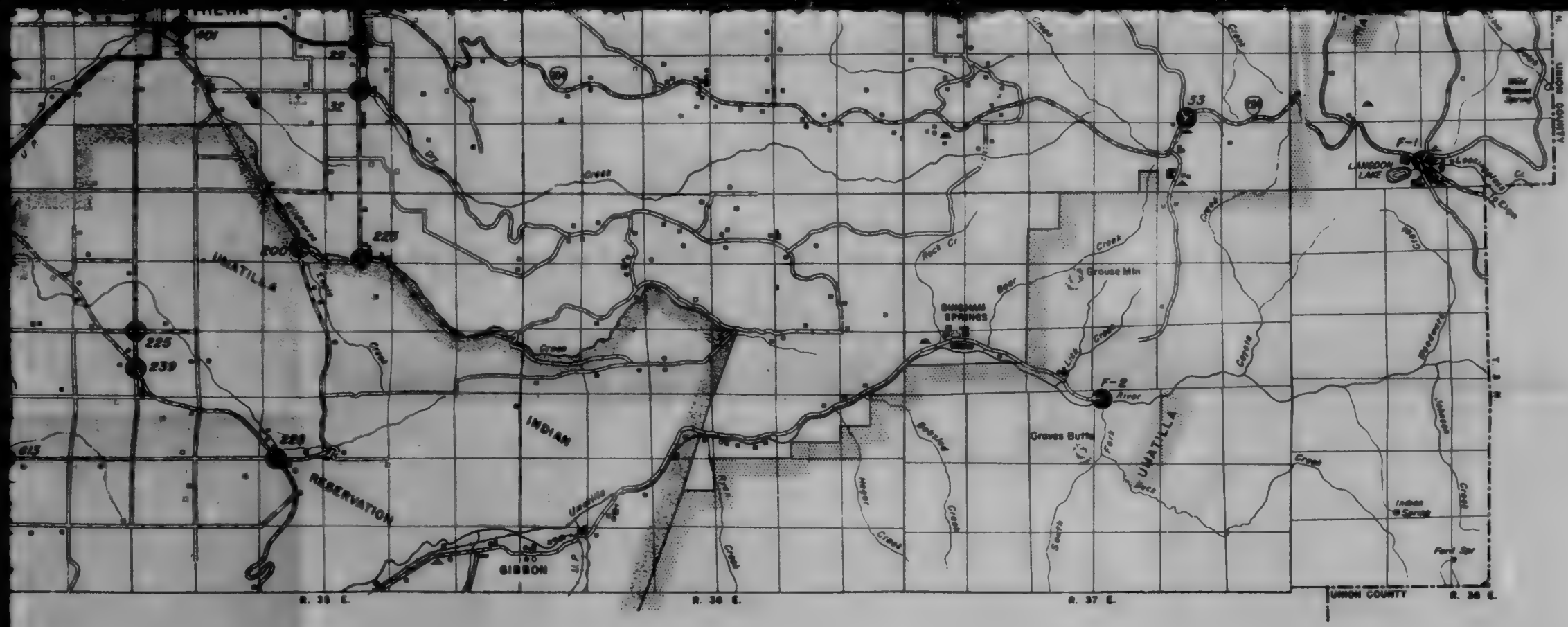
STATION SYMBOLS

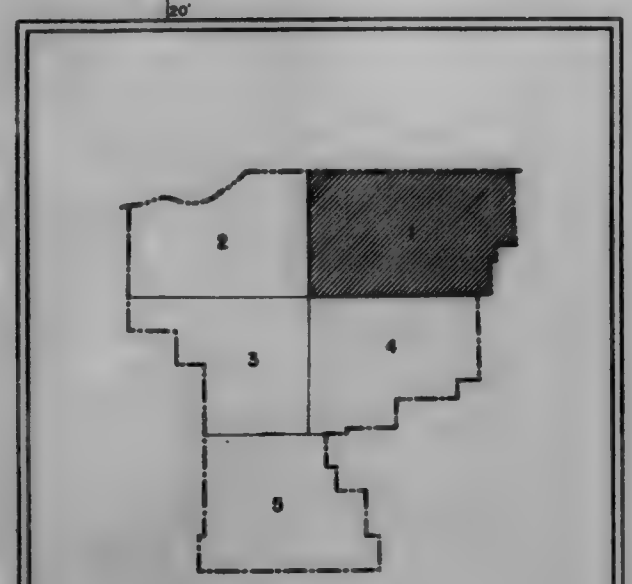
- BLANKET COUNT STATION
- KEY STATION
- LOADOMETER STATION
- PIT SCALE STATION
- AUTOMATIC TRAFFIC RECORDER

- Old Highway Route, now County Road
- Oregon - Washington Highway Route
- Havana - Helix Secondary Highway
- County Road, Havana South

LEGEND

ARRANGEMENT OF SHEETS FOR UMATILLA COUNTY





ARRANGEMENT OF SHEETS FOR UMATILLA COUNTY

TRAFFIC STATION MAP

UMATILLA COUNTY

OREGON

PREPARED BY THE

OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE

U. S. DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

DATA OBTAINED FROM

STATE-WIDE HIGHWAY PLANNING SURVEY

SCALE

1 0 1 2 3 4 Miles

1936

BASIC DATA AS OF OCTOBER, 1936 — TRAFFIC STATIONS AS OF DEC. 31, 1937 SHEET 1 OF 5 Polyconic Projection

TRAFFIC STATION MAP UMATILLA COUNTY OREGON 30

W A S H I N G T O

WALLA WALLA COUNTY

R 33 E

R 34 E

T 6 N.

T 5 N.

VAN SYCLE

STANTON

SMELTZ

DUROC

APEX

HELIX
121 Pop.

WAYLAND

WATERMAN

UMAPINE

CROCKET

SPOTTED

FREEWATER

MILTON
1744 Pop.

BADE

BLUE MOUNTAIN

ATHENA
1199 Pop.

WESTON
496 Pop.

MYRICK

Dry Creek

Greenhead Creek

Polo Creek

Creek

467

466

465

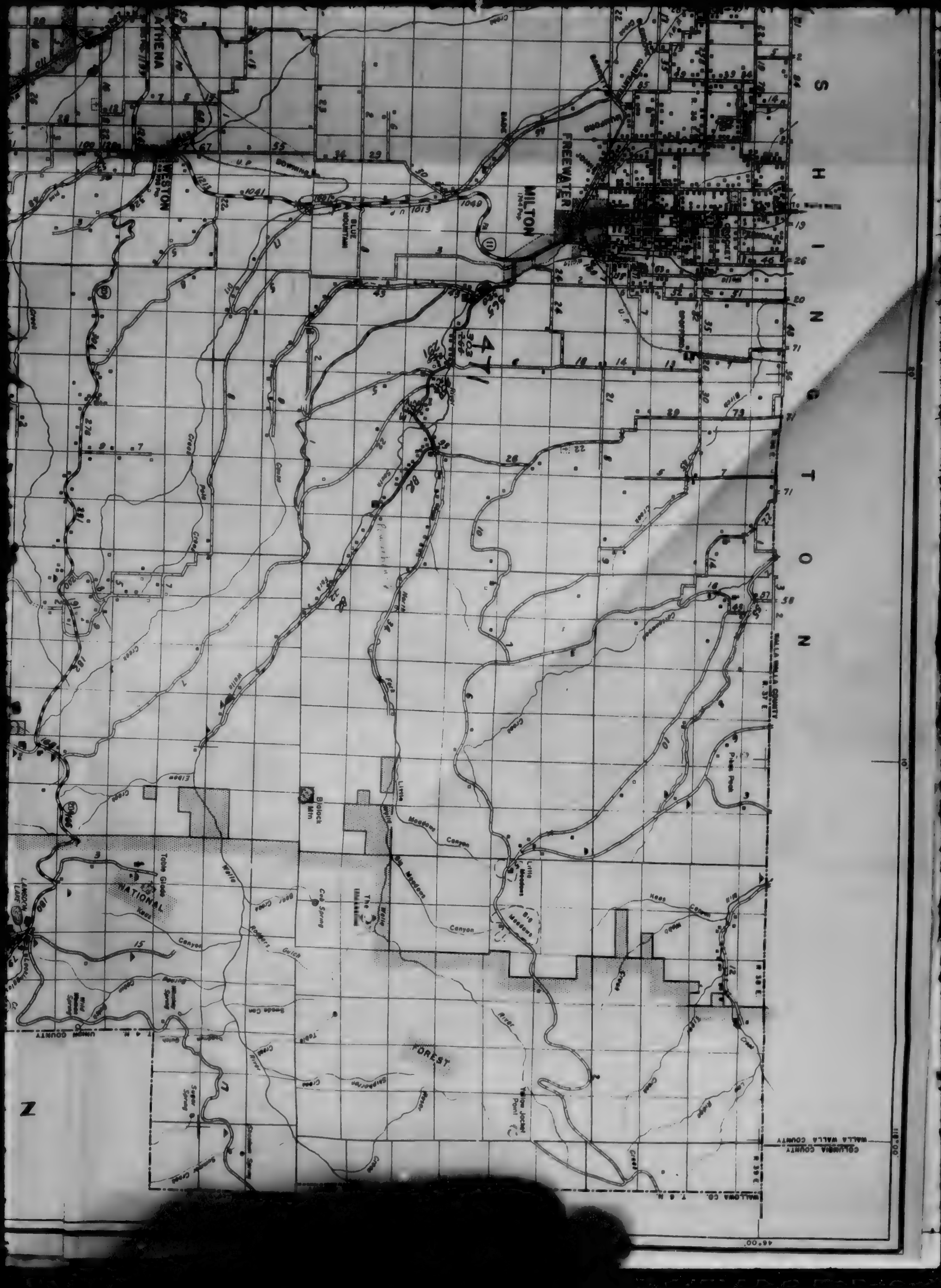
471

303

260

U.P.

BC


ATHENA
WESTON
MILTON
FREEWATER
BLUE MOUNTAIN
Bloback Mtn
Little Meadows Canyon
Big Meadows Canyon
Table Glade
Cold Spring
Roberts Gulch
Yellow Jacket Point
FOREST
NATIONAL
LAWSON LAKE
UMATILLA COUNTY
WALLOWA CO.
T 4 N
T 5 N
R 37 E
R 38 E
118°00'
46°00'

SMELTZ
DUROC
WAYLAND
WATERMAN
APEX
HELIX
121 Pop.
BLUE MOUNTAIN
DOWNING
ATHENA
885 Pop. 1199
WESTON
496 Pop.
MYRICK
ADAMS
169 Pop.
McCORMACH
FULTON
BLAKELEY
HAVANA
BAKE
UMATILLA
INDIAN RESERVATION
GIBSON
BINGHAM SPRINGS
Creek
Rock Cr
Pole Creek
Wildhorse Creek
Meyer Creek
Ryan Creek
Basin Creek
U.P.
R. 33 E.
R. 34 E.
R. 35 E.
R 36 E.
T. 5 N.
T. 4 N.
45°40'
467
471
466
465
473
472
TRAFFIC VOLUME
FIGURES PARALLELING ROAD BAND ARE THE
1941 ANNUAL DAILY TRAFFIC VOLUMES

ATHENA
WESTON
MILTON
FREEWATER
GIBBON
INDIAN
RESERVATION
UMATILLA
BLUE MOUNTAIN
Bingham Springs
Groves Butte
Grouse Mtn
Bloack Mtn
Table Glade
NATIONAL
FOREST
Langdon Lake
Yellow Jacket Point
Big Meadows
Little Meadows
Cold Spring
The Horseshoe
Indian Spring
Ford Spr
Sugar Spring
Strawberry Spring
UNION COUNTY
WALLOWA COUNTY
T. 3 N.
T. 4 N.
T. 5 N.
R. 36 E.
R. 37 E.
R. 38 E.
Z

MYRICK
ADAMS
McCORMMACH
FULTON
HAVANA
BLAKELEY
BAKE
UMATILLA
INDIAN
RESERVATION
GIBSON
FREEWAY
R. 33 E.
R. 34 E.
R. 35 E.
R. 36 E.
TRAFFIC VOLUME
FIGURES PARALLELING ROAD BAND ARE THE 1941 ANNUAL DAILY TRAFFIC VOLUMES AND APPLY TO THE SECTION OF ROAD BETWEEN ROAD JUNCTIONS AS SHOWN.
LEGEND
ARRANGEMENT OF SHEETS
UMATILLA COUNTY
1
2
3
4
5
119° 40'
30'
45° 40'
20'

GENERAL HIGHWAY MAP

UMATILLA COUNTY

OREGON

PREPARED BY THE

OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE

U. S. DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

DATA OBTAINED FROM

STATE-WIDE HIGHWAY PLANNING SURVEY

SCALE

0 1 2 3 4 Miles

1936

REVISED 1939

ARRANGEMENT OF SHEETS FOR UMATILLA COUNTY

1 2 3 4 5

SHEET 1 OF 5 Polyconic Projection

OCTOBER, 1936 UMATILLA COUNTY OREGON

119°20'
10'
119°00'
45°00'
WASHINGTON
COLUMBIA RIVER
Umatilla Rapids
PLYMOUTH
BENTON COUNTY
UMATILLA
370 Pop.
Devil's Slough
1577
1493
1023
To The Dalles
30 FA
R. 27 E.
R. 28 E.
UP
398
730 FA
394
375
374
421
Mathnger I.
Sheep I.
Memaloose I.
COLD SPRS. SAND
TECHUMTAS ISLAND
VAN SKINNER ISLAND
JUNIPER
R 30 E
784
730 FA
180
164
395 FA
Cold
157
151
Umatilla Butte
UMATILLA RIVER
COLD SPRINGS RESERVOIR
SPRS.
BIRD REFUGE
UMATILLA
ORDNANCE
DEPOT
HERMISTON
803 Pop
G C
Umatilla
Umatilla
Dupan
Cabin
T. 4 N.
UMATILLA COUNTY

H I N G T O N

BENTON COUNTY
WALLA WALLA CO.
To Wallula
756

RIVER

VAN SKINNER ISLAND

JUNIPER

TECHNITAS ISLAND

COLD SPRINGS RESERVOIR

COLD SPRINGS RESERVOIR SPRS

BIRD REFUGE

R. 31 E.

R. 32 E.

WALLA WALLA COUNTY

To Pasco

RING

Juniper

North Fork Canyon

Cold Springs

North Fork

Canyon

HOLCMAN

Dry Fork

Dry Fork

Cold Springs

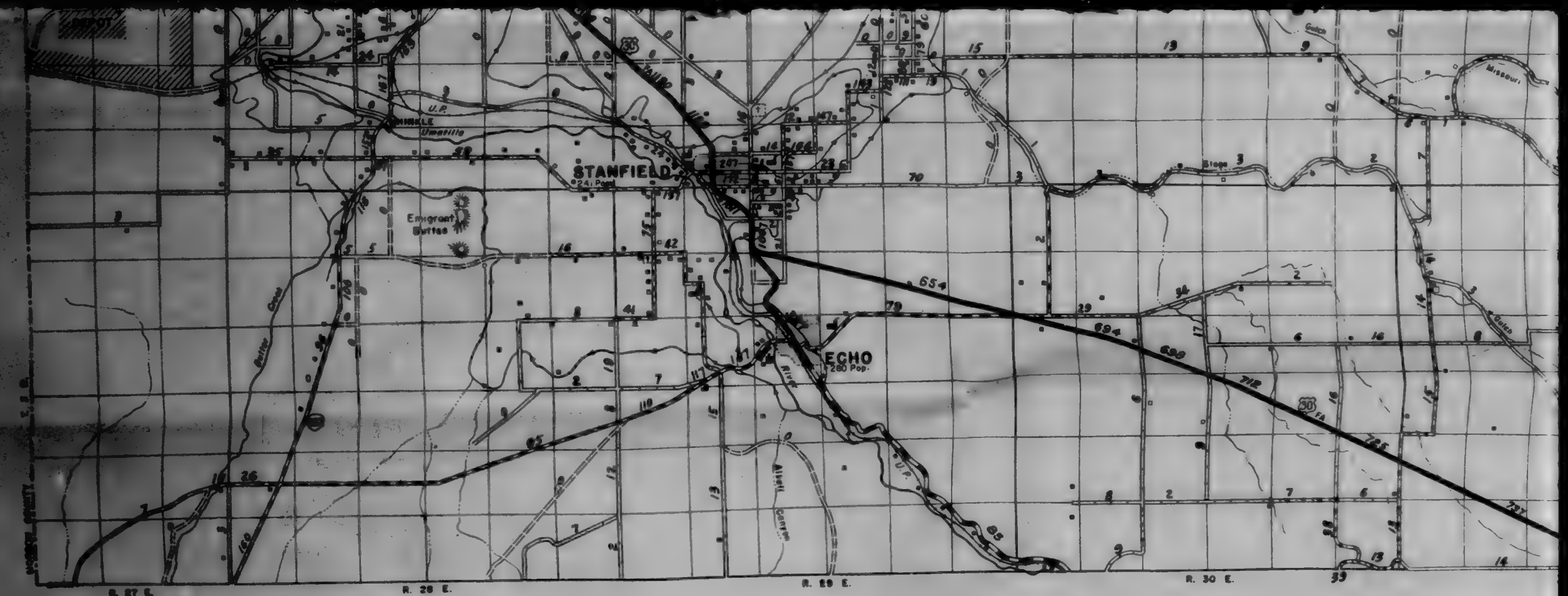
Dry Fork

Canyon

Dry Fork

Dry Fork

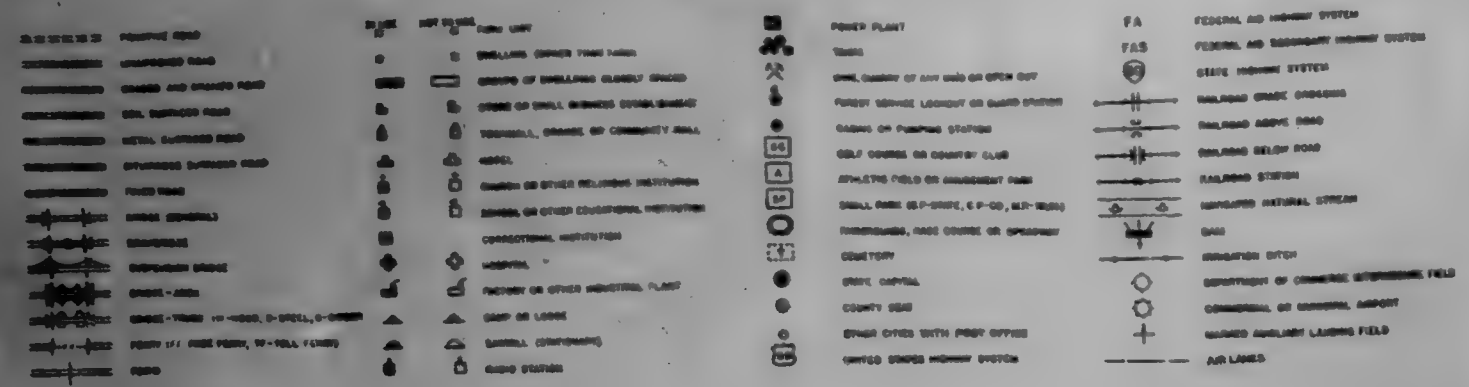
Dry Fork



TRAFFIC VOLUME

FIGURES PARALLELING ROAD BAND ARE THE 1941 ANNUAL DAILY TRAFFIC VOLUMES AND APPLY TO THE SECTION OF ROAD BETWEEN ROAD JUNCTIONS AS SHOWN.

LEGEND



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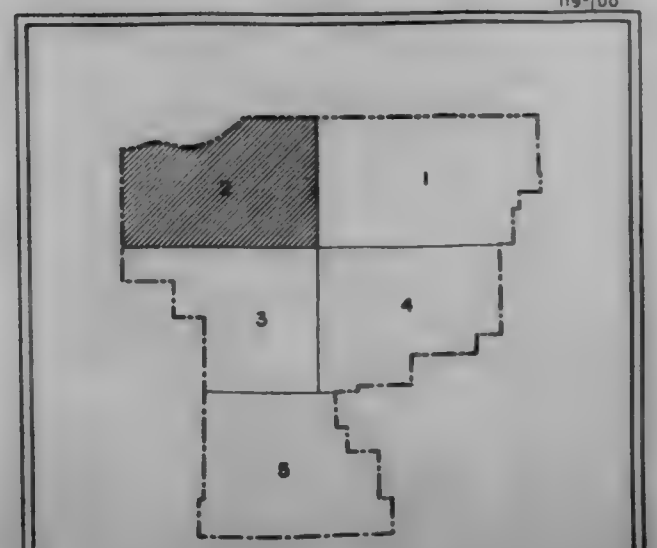
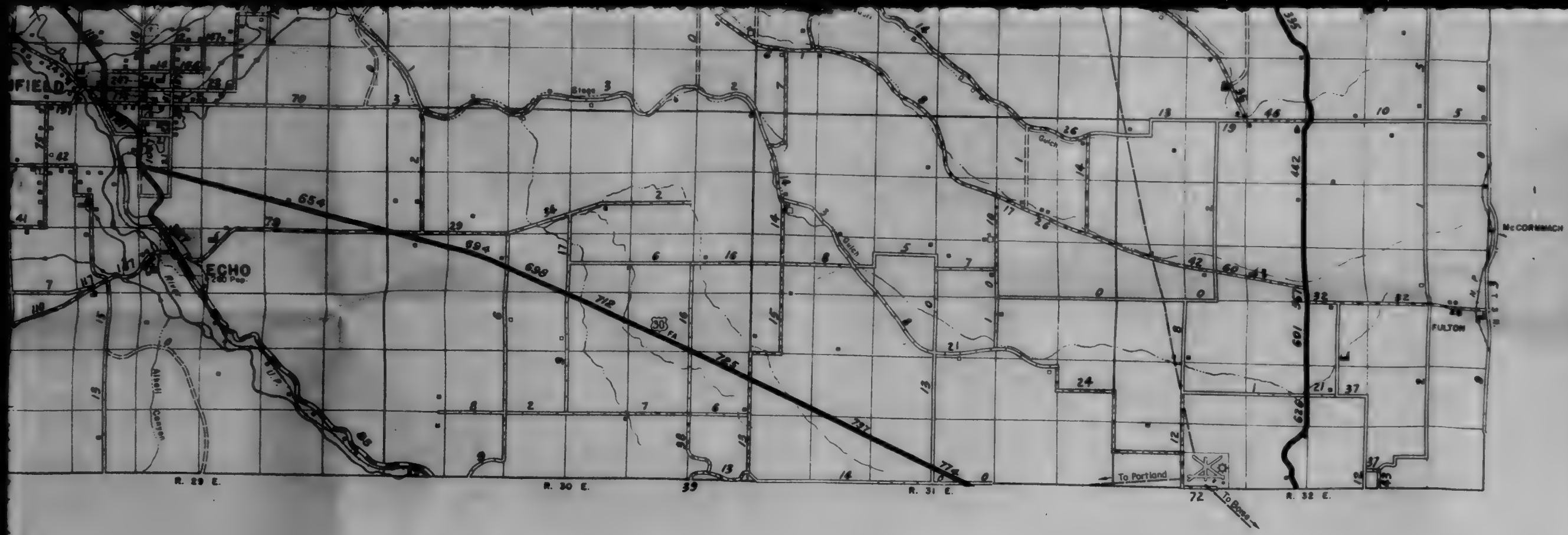


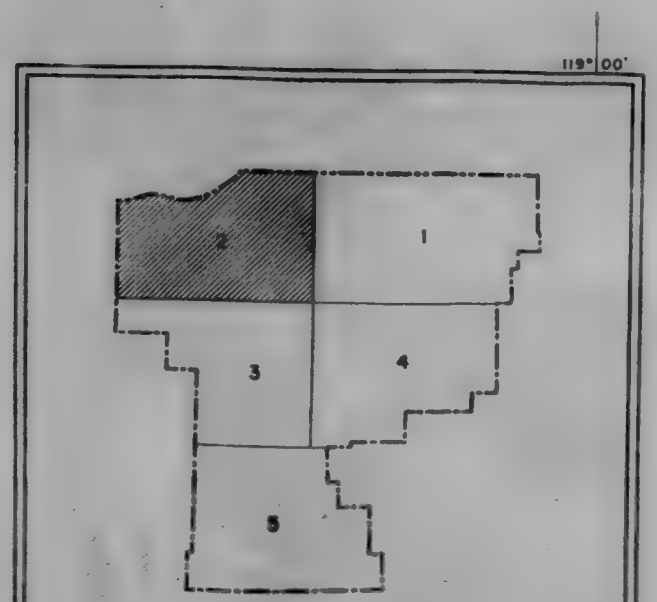
ARRANGEMENT OF SHEETS
UMATILLA COUNTY

119° 20'
10'



FA FEDERAL AID HIGHWAY SYSTEM
FAS FEDERAL AID SECONDARY HIGHWAY SYSTEM
STATE HIGHWAY SYSTEM
RAILROAD GRADE CROSSING
RAILROAD ABOVE GRADE
RAILROAD UNDER PASS
RAILROAD STATION
INTERMITTENT STREAM
DAM
IRRIGATION DITCH
AIRPORT OR LANDING INTERMEDIATE FIELD
COMMERCIAL OR MUNICIPAL AIRPORT
EMERGENCY LANDING FIELD
MILEAGE

N



ARRANGEMENT OF SHEETS FOR UMATILLA COUNTY

GENERAL HIGHWAY MAP
UMATILLA COUNTY
OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
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BUREAU OF PUBLIC ROADS
DATA OBTAINED FROM
STATE-WIDE HIGHWAY PLANNING SURVEY

SCALE
1 0 1 2 3 4 Miles

1936
REVISED 1939

10'
118° 50'

SHEET 2 OF 5 Polyconic Projection

473

473

472

R 33 E

R 35 E

R 36 E

CAYUSE

THORN HOLLOW

MISSION

UMATILLA

INDIAN

RESERVATION

Deadman Hill

BOILING POINT

Deadmans Pass

UMATILLA

DUNCAN

NATIONAL

WILLAMETTE BASE LINE

MEACHAM

NORTH FORK

HURON

473

472

R 35 E

R 36 E

R 37 E

T 1 N

T 1 S

THORN HOLLOW

INDIAN

RESERVATION

Deadman Hill

Deadmans Pass

STATE

Boston

Ridge

Camp Creek

Long Creek

South Fork

UMATILLA

Creek

Meacham

Camp

Creek

Pin

Creek

Ute Cr

DUNCAN

Rainbow Creek

Black Canyon

Creek

Meacham

Creek

NATIONAL

Buttermilk Creek

Squirrel Cr

Hale

Creek

Trail

Creek

Fork

Canyon Cr

Horn

Creek

Indian

Creek

FOREST

Huckleberry Mtn

POR

Horn

Fork

MEACHAM

Allen Cr

Wilbur Mtn

Bear

Creek

The Knob

Gray Rk

HURON

Creek

Ease

Green Mtn.

Fork

Pine Point Cr

Buck Mtn

Umatilla River

Thomas Shanaman

Spring Creek

Creek

Round Mtn

Creek

Black Mtn

Hellhole

Creek

Thimbleberry Mtn

Canyon Cr

Huckleberry Mtn

POR

FOREST

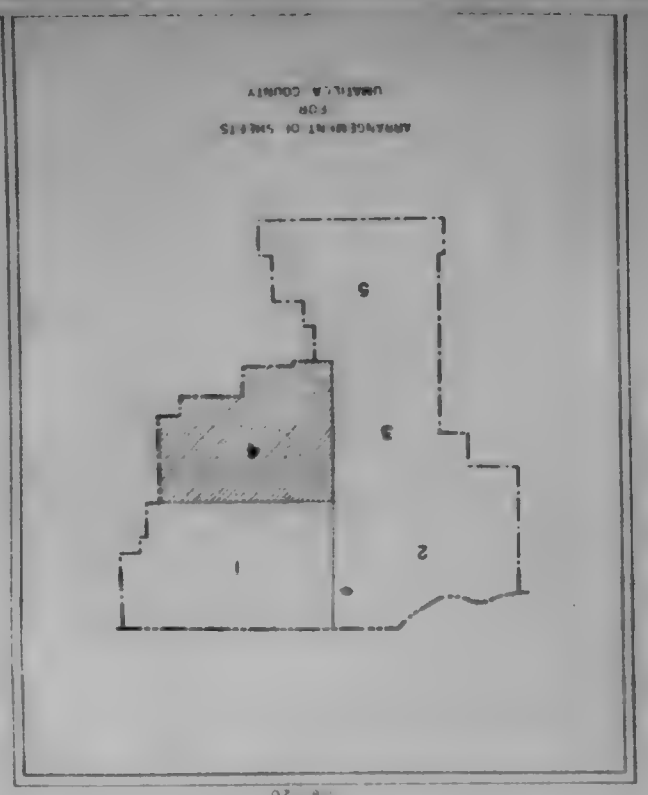
Gray Rk

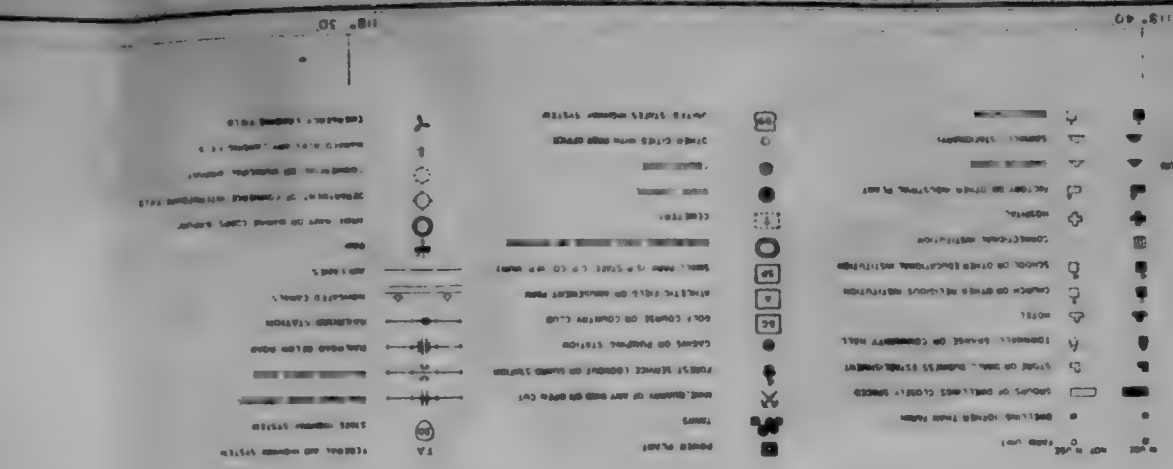
N

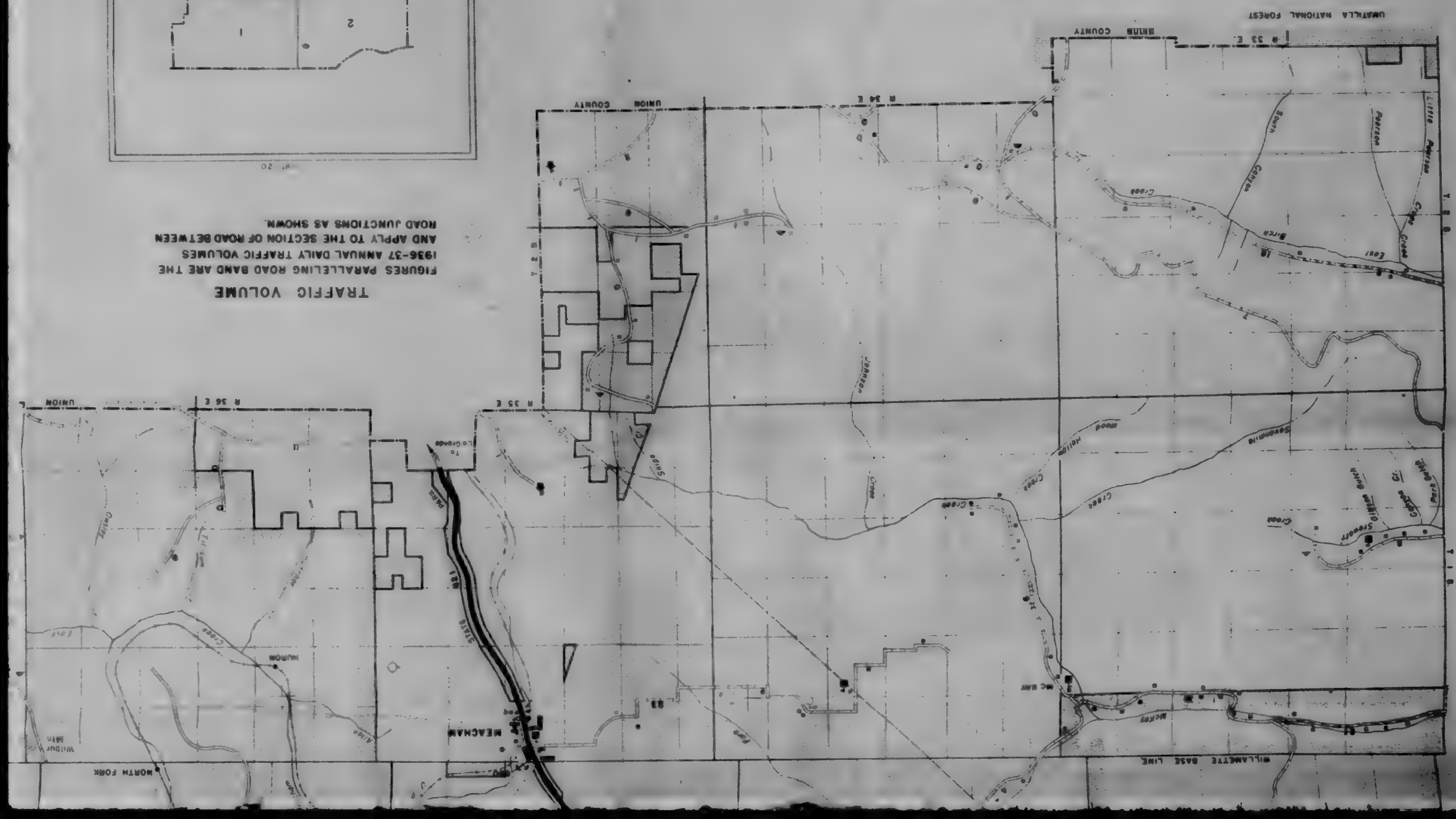
UMATILLA COUNTY

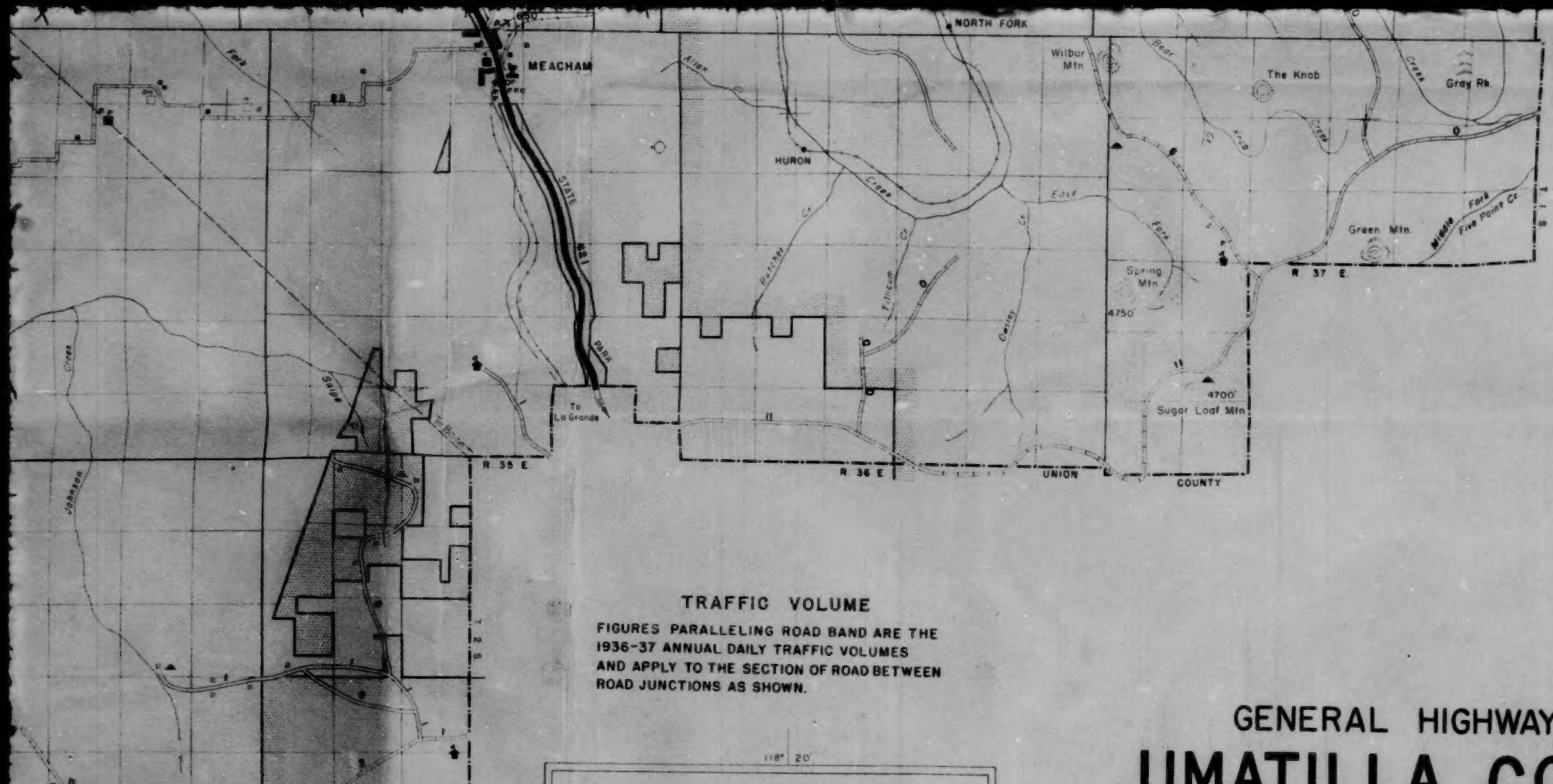
TRAFFIC VOLUME

FIGURES PARALLELING ROAD BAND ARE THE
1936-37 ANNUAL DAILY TRAFFIC VOLUMES
AND APPLY TO THE SECTION OF ROAD BETWEEN
ROAD JUNCTIONS AS SHOWN.









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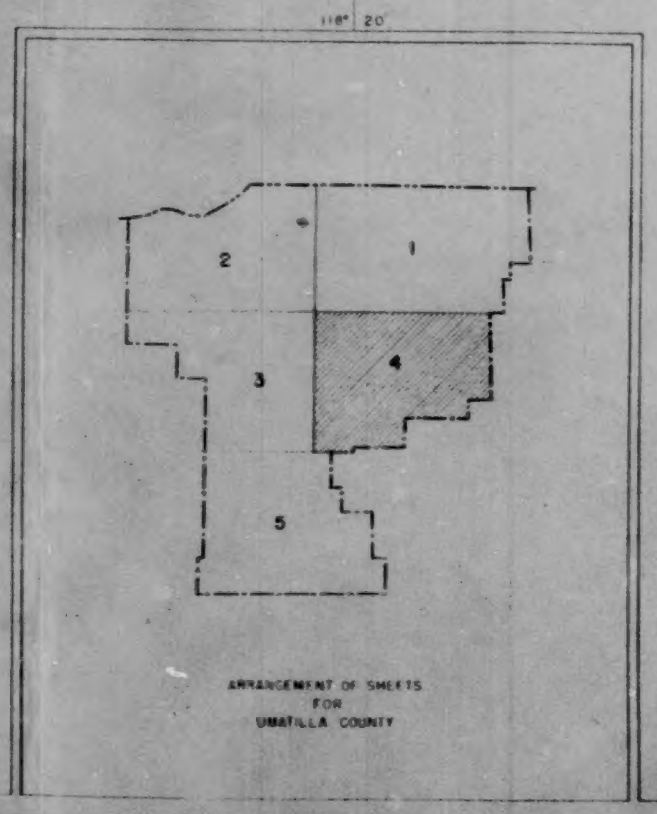

ARRANGEMENT OF SHEETS FOR UMATILLA COUNTY

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OREGON

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SCALE

1936
REVISED 1939

118° 30'
118° 10'

SHEET 4 OF 5 Polyconic Projection

119°20'

10'

119°00'

45°00'

WASHINGTON

COLUMBIA

Umatilla Rapids

PLYMOUTH

BENTON COUNTY

UMATILLA
370 Pop.

R. 28 E.

R. 29 E.

R. 27 E.

To The Dalles

Memaloose I.

Mothnger I.

Sheep I.

TECHUITAS ISLAND

IAN SKINNER ISLAND

RIVER

JUNIPER

R 30 E

BENTON COUNTY
WALLA WALLA CO

To Wallula

COLD SPRS

SAND

Umatilla Butte

462

454

433

462

UMATILLA

ORDNANCE

HERMISTON
803 Pop.

COLD SPRINGS RESERVOIR

COLD SPRS.

BIRD REFUGE

UMATILLA

HINKLE

Umatilla

STANFIELD
241 Pop.

MORROW COUNTY T. 5 N.

T. 4 N.

Despain

Cold

South

Snake

Missouri

119°00'

118°50'

118°40'

R. 31 E.

R. 32 E.

R. 33 E.

R. 34 E.

WALLA WALLA COUNTY

BENTON COUNTY
WALLA WALLA CO

To Wallula

410

402

RIVER

IAN SKINNER ISLAND

JUNIPER

FA 618

30

ISLAND

UMATILLA

Juniper

Toppenish

North Fork Canyon

RING

N.P.

VAN SYCLE

STANTON

DUROC

FREEWATER

WAYLAND

SWELTZ

APEX

HELIX
121 Pop

HOLDMAN

Cold

Spring

South Fork Canyon

Oregon

Cold

Missouri

Sloop

365

461

466

465

County requests state to improve this road

1947

STATE OF OREGON

MICROFILMED PUBLIC RECORD

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Oregon Dept. of Transportation

Title of Record Series: Construction Contracts

Arrangement of Records: By Contract Number

Index:

INDEXING: Begins with: Contract# 3163 Ends with: Contract# 3222
Continues on Reel #52

FLASH CARDS: Begins every Contract

Remarks:

Reel No. _____ Reduction Ratio 21:1 Project No. _____

Camera: Name Bell & Howell Model File Master Film Recordak AHU. MICROFILM 1460

CAMERA OPERATOR'S CERTIFICATE

Certification: I hereby certify that I have on this 28 day of July, 19 80 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file - with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I hereby further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that samples of film processed by this service are periodically tested.

Signature Ronda R Lewis